

Ripon Hall Farm

**Design and Access Statement & Planning Statement
for**

**Change of use of part of a redundant cattle shed to create one
additional general industrial unit (B2)**

At

**Ripon Hall Farm
Catterall Lane
Catterall
Garstang
Preston
PR3 0PA**

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This statement has been structured with reference to CABE best practice guidance; Design & Access Statements – how to write read and use them. CABE 2006.

Design & Access Statement and Planning Statement

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1.0 Introduction

Ripon Hall Farm is a 76 acre mixed farm located in Catterall near Garstang. The farm has 25 acres of grassland, with the remainder of the land being used to grow wheat and maize. Cattle are no longer kept on the farm due to the current economics of the beef industry.

The holding is managed by Mr & Mrs Hitchen with agricultural contractors being used to complete field work when required. Historically the farm was operated as a grazing livestock holding but over time more crops have been grown to spread the financial risk in a fluctuating commodities market. The grass produced on the farm is sold as a forage crop to a neighbouring dairy unit.

The previous planning applications to convert buildings to small work units have been completed with the space fully let. This income has proved vital in supporting the farm and providing an income for the household.

2.0 Site details

The 76 acre farm is located alongside Catterall Lane and adjoins the A6, Garstang Rd. The farm buildings are located some 75 metres from the A6 and are screened from the road by the 2 metre tall mixed species hedgerow.

The existing site consists of a central livestock building and an agricultural workshop. Half of this livestock building was granted planning consent to be converted into work units in 2020. Two other agricultural buildings have already been converted for light industrial use and are fully occupied. All crops produced on the land are sold off the field meaning there is now less of a requirement for storage than historically. As there is no longer any livestock on the farm the cattle housing is now redundant. The livestock handling equipment and some older machinery has been sold as is no longer required, meaning that only two bays of the old livestock building are now used to store machinery, leaving two unused bays.

3.0 Development proposal

Planning consent was granted to convert half of the cattle shed in to work units, planning application reference 20/00090/FUL in April 2020. The work to create these units has now been completed with all of the workspace being occupied by one business. Ribble Technology (Preston) Ltd moved in to the first two units in July 2021 and then took the lease on the second two units on 1st August 2021.

The company is expanding rapidly and has already created four new FTE positions since relocating to Ripon Hall Farm. A further additional FTE post has just been filled and they expect to employ two further staff in the coming months. A letter of support for the application has been provided by Ribble Technology (Preston) Ltd as they would occupy any additional space created.

Due to the continued expansion of the business they are seeking additional space to lease. This application seeks consent to convert two additional bays of the redundant livestock building to accommodate this expansion whilst enabling the company to remain in the same location. As mentioned above Mr Hitchen is now only using two bays at the western end of the livestock shed to store cultivation equipment for the farm.

The proposed conversion will be to allow additional storage and workspace but as the business already occupies four bays there will be no requirement for toilets and other facilities. The front of the shed will be infilled with a roller shutter door and a personal door to each bay to match the existing units.

There will be no alterations to the external site area as there is already a new access and car parking which was formed as part of the previously approved application. The car parking allowed 2 spaces for each of the four units approved. Due to the customer requirements the four bays have been converted into just two units. This application for a further unit will still be in the same occupancy. Staff are encouraged to car share or to use public transport so that only 3-4 parking spaces are used each day.

This in turn means that there are significantly less car journeys to and from the site than if four separate units were leased to four separate business enterprises.

4.0 Design and Access

Context of Site

Assessment

The agricultural livestock building in the centre of the site is no longer required for cattle housing due to a change in farming policy. Part of the building has already been converted into work units which are leased out to Ribble Technology (Preston) Ltd.

The proposal is to convert a further two bays of the redundant cattle building to create further workspace which can be rented out and will allow the expansion of the company leasing the adjacent four units.

A roller shutter door and a personnel door will be added to each bay on the south elevation to allow access. The access and car parking will remain unchanged.

The site is outside of the flood risk zone.

Involvement

There has been no pre-application involvement in this proposal.

Evaluation

As a result of the further decline in farming incomes and the ongoing uncertainty over the future of farm support payments Mr Hitchen has developed the business units as a way to generate additional income outside of farming. The recently

created workspace is all let to a single business which is now seeking additional space to allow expansion and further job creation.

Design

The proposal has been designed to ensure minimum visual impact on the local surroundings so that the new unit will match the existing ones. The proposed doors on the south elevation will be the same colour as the existing cladding sheets, Merlin grey with both of the bays being fitted with a roller shutter door and a personnel door. Overall the building will retain its appearance as an agricultural building which is appropriate in this setting.

Design Principles and Concepts:

Use

The two bays of the building will not be separated internally to provide maximum space for the business operations. Providing a roller shutter door on each bay creates maximum flexibility for moving goods in and out of the unit.

Amount

The footprint of the building will remain the same at 48 metres by 15 metres. The area to be converted is 12 metres x 15 metres. A new entrance and parking area was created in the last phase of works.

Layout

The external footprint will remain unchanged but a dividing wall will be added to separate the new two bay work unit from the agricultural storage area.

Scale

This existing building will remain the same size with 12 metres x 15 metres being converted.

Landscaping

No additional landscaping is proposed as the appearance of the yard will remain the same.

Appearance

The building will be clad on all sides with Merlin grey sheets to match the existing cladding and to match the other buildings on site.

Access:

An Accessible Environment

The property is easily accessed from Catterall Lane and the access is 12 metres wide which allows two HGV vehicles to pass easily in the entrance, ensuring that no vehicles have to wait in the road when accessing the site.

Vehicular and Transport Links

The site has good access for vehicles of all sizes and is less than 250 metres from the A6.

Ripon Hall Farm

Access and Movement Patterns

There is adequate access for vehicles visiting the both the farm and the proposed business units.

Emergency Services Access

There is good access to all parts of the site for the emergency services and this will remain unchanged by this proposal.

Planning Policy Framework

Central Government provides policy advice through the National Planning Policy Framework (NPPF).

In this instance the local planning policy which is relevant to the site comes in the form of the Wyre Local Plan (2011 – 2031).

5.1 National Policies

National planning Policy Framework 2021

The National Planning Policy Framework document has three overarching objectives to achieve sustainable development:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

This application will support the expansion of this rural business by extending the existing letting units and creating further employment in this rural area.

Supporting a prosperous rural economy

84. Planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community

facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Supporting a prosperous rural economy

This proposal will support growth and expansion of this small rural business whilst creating lettable workspace leading to the creation of new jobs for local people.

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

The site is readily accessible by public transport, bicycle or on foot. Car and cycle parking are provided within the site. There is also good road access which is essential for transportation of goods to and from the site.

Achieving well-designed places

130. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The building will be converted so that it remains in keeping with the surrounding agricultural buildings as well as the existing letting units.

5.2 Local Policies

Wyre Local Plan (2011 – 2031)

SP2 Sustainable Development

1. *All development should contribute positively to the overall physical, social, environmental and economic character of the area in which the development is located.*
2. *All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility.*
3. *Where there is any conflict between environmental, economic and social objectives, development proposals will be required in the first instance to seek to incorporate solutions where all objectives can be met.*
4. *In order to deliver sustainable communities the Local Plan includes policies and proposals which:*
 - a) *Facilitate economic growth including in the rural areas;*
 - b) *Maintain the vitality of all town, district and local centres;*
 - c) *Ensure housing provision to meet the needs of all sections of the community;*
 - d) *Facilitate the provision of strategic and local infrastructure and services;*
 - e) *Maximise the use of previously developed land;*
 - f) *Ensure accessible places and minimise the need to travel by car;*
 - g) *Maximise the use of existing infrastructure and services;*
 - h) *Reduce and manage flood risk;*
 - i) *Protect and enhance biodiversity, landscape, cultural heritage and green infrastructure assets;*
 - j) *Achieve safe and high quality designed local environments which promotes health and well-being.*
5. *Development proposals must not compromise the Borough's ability to improve the health and well-being of local residents.*
6. *Development proposals must demonstrate how they respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction and operational phases and the reuse and recycling in construction both in the selection of materials and management of residual waste.*

This proposal supports economic growth in this rural area, whilst re-using a redundant building and creating employment. The site is accessible by using public transport, on foot and bicycle as well as being well connected to the road network for haulage.

SP4 Countryside Areas

1. *The open and rural character of the countryside will be recognised for its intrinsic character and beauty. Development which adversely impacts on the open and rural character of the countryside will not be permitted unless it is demonstrated that the harm to the open and rural character is necessary to achieve substantial public benefits that outweigh the harm.*

2. *Within Countryside Areas as defined on the Adopted Policies Map planning permission will only be granted for new development that meets the requirements of the Core Development Management Policies and it is for the purposes of:*

- a) Agriculture, forestry, mineral extraction or equine related activities, and the diversification of agricultural businesses in line with Policies EP8 (Rural Economy) and EP10 (Equestrian Development);*
- b) Outdoor sport and leisure facilities where a countryside location is needed and justified and is in accordance with other Local Plan policies;*
- c) Holiday accommodation in line with Policy EP9;*
- d) Renewable Energy in line with Policy EP12;*
- e) The provision of affordable housing in accordance with Policy HP4 (Rural Exceptions);*
- f) The reuse or refurbishment of listed buildings or institutional buildings and associated buildings set within their own grounds;*
- g) Agricultural, forestry or other rural based enterprise workers' dwellings in accordance with policy HP7 (Rural Workers Accommodation);*
- h) The expansion of business in rural areas in accordance with policy EP8 (Rural Economy).***

3. *Unless material considerations indicate otherwise planning permission will be granted for operational development that is demonstrated as necessary for the continued operation of an educational establishment within countryside areas subject to the requirements of the Core Development Management Policies.*

4. *The conversion of existing buildings will be permitted where it meets the requirements of the Core Development Management Policies and it is demonstrated that the following order of priority has been considered:*

- 1) Employment (use class B) uses appropriate to the rural area;*
- 2) Tourism destination uses or other non-retail commercial use or retail to serve local needs in accordance with Policy EP7 (Local Convenience Stores);*
- 3) Live/work units;*
- 4) Tourism accommodation subject to Policy EP9 (Holiday Accommodation);*
- 5) Residential provided the development results in an enhancement to the immediate setting and*
 - a) Where the proposal involves a use other than in 1) above, applicants will be expected to demonstrate that they have made every reasonable effort to secure a use higher in the order of priority including appropriate marketing in accordance with policy SP6 (Viability); and*
 - b) The buildings are of a permanent and substantial construction and are capable of conversion without major or complete reconstruction; and*
 - c) The buildings are large enough for the proposed use without the need for an extension which would be out of scale with the host building or incompatible with the character of the area; and*
 - d) In the case of a building erected under the provisions of the General Permitted Development Order the Council must be satisfied that it was originally erected for genuine purposes.*

5. *The conversion of an existing building which does not comply with the sustainability requirements of Policy SP2 will only be permitted where it is*

demonstrated that it will secure the long term future of a building significant for its heritage value.

6. In order to maintain control over the future development of the site, in appropriate cases the Council will remove permitted development rights, and/or restrict conversions to the particular use applied for in the case of commercial conversions.

7. Within the designated Coastal Change Management Area as shown on the Adopted Policies Map planning permission will only be granted for development in association with the purposes listed below and provided the development meets the requirements of the Core Development Management Policies:

- a) Agriculture and fisheries;*
- b) Coastal flood defences;*
- c) Navigation;*
- d) Informal recreation;*
- e) Nature conservation;*
- f) Off-shore energy developments;*
- g) Small scale extensions to existing buildings.*

The proposal fits with the above policy as it is an expansion of an existing rural business and it is an employment use whilst re-using a redundant building.

CDMP1 Environmental Protection

1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:

- a) Will be compatible with adjacent existing uses or uses proposed in this plan and it would not lead to significant adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance, Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;*
- b) In the case of previously developed, other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination;*
- c) (i) Will not give rise to a deterioration of air quality in a defined Air Quality Management Area or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals.
(ii) Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.*

2. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines,

will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks.

The proposal is in keeping with the area and will offer additional lettable space within the same site. The project will not have a detrimental impact on the environment as the infrastructure is already in place.

CDMP2 Flood Risk and Surface Water Management

Flooding

1. Development is required to have regard to the most up-to-date Wyre Strategic Flood Risk Assessment Level 2 including the SFRA Level 2 Flood Risk Sequential Test Paper and comply with the most up to date version of any relevant plans and strategies including:

- a) Surface Water Management Plan;*
- b) Local Drainage Strategies;*
- c) Land Drainage Strategy;*
- d) Catchment Flood Management Plans;*
- e) Shoreline Management Plan;*
- f) Coastal Defence Strategy; g) Emergency Flood Plans.*

2. Development will be required to demonstrate that:

- a) It will not be at an unacceptable risk of flooding; and*
- b) It would not lead to an increased risk of flooding elsewhere; and*
- c) It would not adversely affect the integrity of tidal and fluvial defences or access for essential maintenance and emergency purposes.*

3. Where development is proposed in areas at risk of flooding, unless specifically proposed in this Local Plan, it must be demonstrated that the Sequential Test has been applied and there are no reasonable available alternative sites at lower risk, considering the nature of flooding and the vulnerability of the development.

4. Subject to passing the Sequential and, where required, the Exception Test as set out in national policy and guidance, development will only be permitted in flood risk areas where appropriate mitigation and/or adaption measures are proposed to reduce the likelihood and / or impact of flooding. Surface Water Management

5. Major category development will be expected to include proposals for, and implement Sustainable Drainage Systems (SuDS)³¹ utilising lower lying land within the site, existing natural water features and other above ground measures for the management of surface water at source, unless demonstrated to be inappropriate.

6. Where possible all development will need to achieve greenfield runoff rates and will need to comply with the options below in accordance with the hierarchy order set below, for the management of surface water:

- a) Rainwater harvesting for later use;*
- b) Continue and/or mimic the site's current natural discharge process;*
- c) Discharge into infiltration systems located in porous sub soils;*
- d) Reduce flows to a minimum by green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;*

- e) Attenuate by storing in tanks or sealed systems for gradual release to a watercourse;*
- f) Direct discharge to a watercourse;*
- g) Direct discharge to a surface water sewer;*
- h) Direct discharge to highway drainage systems subject to an agreement with the Local Highway Authority; and*
- i) Only as a last resort after all other options have been discounted, including evidence of an assessment, controlled discharge into the combined sewerage network where United Utilities have indicated acceptance.*

Development will be required to minimise the rate of discharge to the public sewerage system as much as possible. On previously developed land, a reduction of at least 30% will be sought, rising to a minimum of 50% in Critical Drainage Areas. Developments will be expected to drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network.

7. Developments will need to consider and implement measures either wholly or in part, including in combination, higher up in the priority list and demonstrate why measures higher up in the priority list are not practical wholly or in part including in combination, before considering measures lower down the priority list.

8. Development proposals will need to demonstrate an adequate surface water drainage system which is maintainable for the lifetime of the development. Within Critical Drainage Areas this will need to be covered as part of a Flood Risk Assessment (FRA). Developers will need to provide details of the long term maintenance of the surface water drainage system.

The development is not in a flood zone. As the unit is to allow the expansion of an existing business there is no requirements for toilet facilities and so no foul waste. Surface water is already piped to existing watercourses and no additional surface water will be created. There is a rainwater harvesting system in place for this building to provide wash water for the farm site.

CDMP3 Design

All development will be required to be of a high standard of design and appropriate to the end use. Innovative design appropriate to the local context will be supported and will be expected to demonstrate an understanding of the wider context and make a positive contribution to the local area. Development will, in particular, be assessed against the following criteria:

- a) All development must be designed to respect or enhance the character of the area and minimise energy consumption having regard to issues, including density, siting, layout, height, scale, massing, orientation, landscaping and use of materials. Where possible and appropriate recycled materials should be used.*
- b) Development will be required to create or make a positive contribution to an attractive and coherent townscape both within the development itself and by reference to its integration with the wider built environment having regard to the pattern and design of internal roads and footpaths in respect of permeability and connectivity, car parking, open spaces, landscaping, and views into and out of the development.*

- c) Development must not have an unacceptably adverse impact on the amenity of occupants and users of surrounding or nearby properties and must provide a good standard of amenity for the occupants and users of the development itself.*
- d) Development must create safe and secure environments that minimise the opportunities for crime and promote community safety.*
- e) Adequate provision must be made in all new developments to enable the effective and efficient management and removal of domestic or commercial waste.*
- f) Development must, where appropriate, ensure that vehicular access is provided to the boundary with any adjacent land so that the ability to develop such land is not prejudiced or prevented.*

The proposal has been designed to ensure the building maintains the appearance of a farm building which is appropriate for this site. The existing materials such as cladding will remain in place minimising the need for new products.

CDMP4 Environmental Assets

1. Development proposals should, where possible:

- a) Provide enhancements in relation to the environmental assets in this policy; and*
- b) Seek to minimise or eliminate net environmental impact.*

2. Development will be required to be accompanied by proposals to mitigate the overall environmental impact and maximise further opportunities to improve the environmental outcomes. Where mitigation measures are not considered adequate, appropriate on or off site compensation measures will be sought to off-set the environmental impact of the development.

3. Development will be permitted where, following implementation of any required mitigation, there is no unacceptable impact on environmental assets or interests, including, but not limited to, green infrastructure, habitats, species, soils, water quality and resources and trees and hedgerows.

Water Courses and Bodies

9. Wyre's rivers and water bodies, including the Lancaster Canal, are important components of Green Infrastructure. Development alongside water courses or bodies should wherever possible make active use of the water through the layout and orientation of development and the integration of the water and its environs into the development's public space. In addition it should enhance the waterside environment and boost the Green Infrastructure function of the water course or body. Development close to water courses or bodies should not sever recreational routes, prejudice recreational uses, reduce water quality, diminish the ecological value of the water body or environs, increase flood risk or interfere with culverts or drainage.

Trees and Hedgerows

21. Development will be expected to incorporate existing trees and hedgerows into the design and layout of the scheme where possible unless their loss is essential to allow the development to go ahead and is supported by evidence in a tree or hedgerow survey.

22. *Where tree and hedgerow loss is unavoidable, an equivalent amount of new trees and hedgerows of suitable species should be proposed unless a clear justification is provided for not doing so. Where appropriate, opportunities to increase tree and hedgerow cover should be explored.*

23. *Development and planting schemes must be designed so as to avoid:*

- a) Damage to existing trees which are to be retained; or*
- b) The potential for future conflict between buildings and trees.*

24. *Where development is proposed which would result in the loss of ancient woodland, protected tree(s) or veteran tree(s), planning permission will only be granted where:*

- a) The removal of one or more trees would be in the interests of good arboriculture practice; or*
- b) It is demonstrated that the benefits of the proposed development outweighs the amenity and/or nature conservation value of the tree(s).*

The proposal will re-use a redundant building which will have a lower environmental impact than erecting a new building. The proposed change of use will not have any impact on nearby watercourses or streams. The mature hedgerows all around the site will not be impacted by the development.

CDMP6 Accessibility and Transport

1. *Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:*

- a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;*
- b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;*
- c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;*
- d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;*
- e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;*
- f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;*
- g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;*
- h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and*

i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.

2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.

3. Where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to such works to the transport network, including sustainable travel measures as are necessary to mitigate these impacts.

4. Where the above requirements can only be satisfied through the undertaking of off-site works the cost of these shall be borne by the developer.

5. Development which would attract large numbers of people on a regular basis or generate significant amounts of movement will be required to be supported by a Travel Plan setting out the measures that the developer, either alone or in conjunction with neighbouring uses, shall adopt to reduce reliance on the use of the private car for journeys to and from the site.

This is a small scale development which will not impact upon local highways or public access routes. The site is accessible by public transport, on foot and by bicycle.

EP8 Rural Economy

1. The Council will support proposals to help diversify the rural economy including proposals for the provision of digital infrastructure in the rural areas of the Borough.

2. The expansion of existing businesses within countryside areas will be supported where it meets the requirements of the Core Development Management Policies and where it is demonstrated that:

a) The scale and nature of the activity is not detrimental to the rural character of the area;

b) Any new building and supporting infrastructure is necessary.

3. Sustainable development which enhances the diversity of recreational opportunities and visitor attractions in rural areas will be supported.

This is the expansion of an existing farm diversification business and also will assist the expansion of the small business who will lease the space. The business occupying the adjacent units has already expanded and created additional employment. Further jobs will be created if this application for additional workspace is permitted.

It is the re-use of an agricultural building which is not detrimental to the rural character of the site.

6.0 Determining issues

It is considered that the determining issues in the case of this application are:-

- a) The principle of allowing further workspace creation in this location
- b) The visual impact of the proposal on the locality
- c) The impact of the development on the local landscape and the local setting

7.0 Assessment of the determining issues

- a) The proposed development is appropriate in this location as it is a simple conversion of part of a building where work units already exist. The creation of additional workspace will lead to more jobs within the rural business.
- b) The visual impact of the proposal is very small as the external materials will remain unchanged. There will be no changes to the external areas.
- c) The development will not have any impact on the local landscape due to the topography of the surrounding land. The existing building is visible from outside the site but its appearance will not be changed.

8.0 Conclusion

After carefully assessing this proposal with regard to all the relevant planning policies and issues it is considered that there will be no obstacles to the granting of planning permission for this proposal.

The proposal is a small scale business development which will have a positive economic benefit to businesses in the greater Garstang area as well as supporting this small rural family business.

The business which will occupy the new unit will be able to continue their expansion and will create additional employment in this rural area.