



Appeal Decision

Site visit made on 24 July 2017

by Gwyn Clark BSc DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 06 September 2017

Appeal Ref: APP/E2340/W/17/3174530

Pinhaw View, Ghyll Fields, Barnoldswick, Lancashire BB18 6YQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Richard Peel against the decision of Pendle Borough Council.
 - The application Ref 16/0804/FUL, dated 28 November 2016, was refused by notice dated 2 February 2017.
 - The development proposed is to create secure storage for up to 23 caravans on a site immediately adjacent to the existing agricultural development, on the site operated by Richard Peel Groundwork. The storage area is surrounded by 1.9m high paladin type fencing, with sympathetic planting around the site, this planting season.
-

Decision

1. The appeal is allowed and planning permission is granted for a secure storage for up to 23 caravans on a site immediately adjacent to the existing agricultural development, on the site operated by Richard Peel Groundwork. The storage area is surrounded by 1.9m high paladin type fencing, with sympathetic planting around the site, this planting season at Pinhaw View, Ghyll Fields, Barnoldswick, Lancashire BB18 6YQ, in accordance with the terms of the application Ref 16/0840/FUL, dated 28 November 2016, and the plans submitted with it subject to the following condition:

- 1) A detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority within two months of the date of this decision. The scheme shall include the following:
 - a. the exact location and species of all existing trees and other planting to be retained;
 - b. all proposals for new planting indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
 - c. an outline specification for ground preparation;
 - d. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety within the first planting season following its approval. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a

specimen of similar species and size, during the first available planting season following the date of loss or damage.

Preliminary Matter

2. At the time of my visit the development had already been built. From my observations the secure storage area appears to have been constructed to the size and scale shown on the submitted plan and in the position shown on the submitted location plan. I have determined the appeal on this basis. The description of the development granted permission in my decision above has also been amended accordingly to reflect this.

Main Issue

3. The main issue is the effect of the development on highway safety.

Reasons

4. The appeal site lies on the edge of a range of buildings associated with the dwelling, Pinhaw View. The compound measures 35m by 30m and is surrounded by a green paladin fence. At the time of my site visit it was occupied by 9 caravans, a motorhome, a boat and box-type trailer.
5. The appeal site is accessed from the main B6252 Skipton Road along Ghyll Lane, which at first runs in a straight line to St Mary's Church and then turns at right angles into a private lane which leads to the site. The Lane is shared by a public footpath and is popular with walkers. It is very lightly trafficked and vehicle speeds are low. Policy ENV4 of the Pendle Local Plan Core Strategy (the Local Plan) requires all new development to particularly have regard to road safety and the potential to restrict free flowing traffic, causing congestion.
6. The junction of Ghyll Lane with Skipton Road lies 120m inside the Barnoldswick 30 mph speed limit. Road signs reinforced by road markings on the B6252 make clear to motorists that there is a change in speed limit. Visibility around the junction is unimpeded in both directions, the road is straight and verges are wide. Even those travelling at a speed greater than lawfully allowed would have clear sight of a waiting or slow turning vehicle at the junction in sufficient time to take appropriate action. I note that the original response from the Highway Authority did observe that at the junction, Ghyll Lane can accommodate two-way traffic. As a consequence I do not consider that there is evidence to support the assertion that use of the access by a vehicle with a caravan or trailer would pose a particular risk to highway safety.
7. From the junction Ghyll Lane very quickly reduces in width to become a straight, single track road with a narrow grass verge on both sides. There are no formal passing spaces. The Highway Authority has identified two passing spaces that are significant in size. There are three more informal spaces along the Lane that would accommodate a single vehicle giving way to a larger or towing vehicle coming the other way. Forward visibility is unhindered along the Lane and this would give motorists the opportunity to pull into any one of these spaces to allow opposing vehicles to pass. The unhindered visibility and reasonably wide grass verges would also provide a safe environment for pedestrians.
8. The Lane narrows significantly and the grass verge disappears for a short distance between Ghyll Bank and the Church, and for the length of the Lane

between the Church and Pinhaw View. In both cases however there is a clear line of sight for the whole distance and motorists would be able to check that the road is clear before moving onwards. Pedestrians would clearly be in sight and despite the absence of a grass verge would have opportunity to stand aside while a slow moving vehicle passes by.

9. I have also given consideration to the volume of traffic that would be generated by this use. The compound would be used for the storage of up to 23 caravans. This would appear to be the maximum number that could be accommodated. The appellant has estimated that this would generate a total of around 460 visits per year which would not amount to a significant increase on the overall traffic movement along the Lane.
10. I have also taken into account the previous use of buildings associated with Pinhaw View as a kennels and cattery. This use attracted substantially more traffic and I have no evidence before me to suggest that this posed a risk to highway safety. Neither is there evidence of the large vehicles used in connection with the appellant's ground works business operating from Pinhaw View giving rise to highway safety concerns.
11. Consequently, I find that the development does not pose a risk to highway safety and find therefore that it meets the requirement of Policy ENV 4 of the Local Plan. Accordingly it also complies with paragraph 32 of the National Planning Policy Framework, which expects that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.

Conditions

12. The area is characterised by open countryside interspersed with groups of trees, farm units and isolated dwellings. The Ghyll Golf Course lies close by and the whole area lies within a natural bowl shaped depression in the land.
13. A robust landscape scheme is necessary in order for the development to assimilate into its landscaped setting. A landscape details condition is imposed because although the applicant has undertaken some planting the details are vague. Future maintenance would be required in the interest of the appearance of the area.

Conclusion

14. For the reasons given above I conclude that the appeal should be allowed.

Gwyn Clark

INSPECTOR