

**Item A. 1**                      **06/00779/FULMAJ**                      **Permit Full Planning Permission**

**Case Officer**                      **Mr David Stirzaker**

**Ward**                                      **Adlington & Anderton**

**Proposal**                              **Provision of recreational fishing/angling club facility, incorporating two fishing ponds, pegs, ticket booth/WC facilities, vehicular access, car park and associated landscaping**

**Location**                              **Land Adjacent To Grimeford Farm Grimeford Lane Anderton Chorley PR6 9HP**

**Applicant**                              **Mr Paul Goldsmith**

**Proposal**                              This application proposes the formation of two fishing lakes, a new vehicular access, car parking area and ancillary timber building containing ticketing and toilet facilities. The site to which the application relates is located immediately north of Grimeford Lane, Anderton and comprises of a 1.4 hectare agricultural field. The site abuts Grimeford Lane to the southeast and the River Douglas to the west and northwest.

The fishing lakes measure 90m by 15m and are to be constructed to a depth of 2m. Each lake will have 17 fishing pegs. A car park containing 19 spaces including 4 spaces for mobility impaired customers. The ticketing booth is to be constructed from timber, measures 7.2m by 5.1m by 2.1m to eaves and 3.5m to the ridge and will contain WC facilities, an office and a reception area.

**Background**                              The applicant currently operates a fishery at reservoirs formerly used by the Pincroft Printing and Dyeing Company Ltd, which has operated at the site for the last 15 years as 'Croft Fisheries' off Chorley Road, Anderton. This fishery is now oversubscribed.

The applicant states that the provision of the two fishing lakes would allow less experienced anglers to be kept separate from the competition standard anglers so that the facility should cater for all abilities including educational and special needs requirements. It is intended to stock the fishing lakes with coarse fish and operate on a daily ticket licence basis, whilst reserving a number of pegs for club fishing.

**Planning Policy**                      GN5 - Building Design & Retaining Landscape  
DC1 - Development in the Green Belt  
EP4 - Species Protection  
EP19 - Development and Floor Risk  
TR4 - Highway Development Control Criteria  
Policy 7 - Joint Lancashire Structure Plan 2001-2016  
LT12 - Golf, Other Outdoor Sport and Related Development  
PPG2 - Green Belts

**Planning History**                      Provision of recreational fish/angling club facility, incorporating two fishing ponds, pegs, ticket booth, vehicular access, car parking and associated landscaping, total site 1.46 hectares (ref no.

06/00066/FULMAJ). This application was withdrawn so various concerns could be addressed and these are now covered by the current application.

## **Representations**

Two letters of objection have been received from residents on Grimeford Lane, the contents of which can be summarised as follows: -

- The additional volume of traffic, vehicular and pedestrian, on Grimeford Lane, seven days a week particularly as the lane is used regularly as a cut through from the A6 to Bolton Road making it detrimental to the residents of Grimeford Lane and adjacent thereto.
- There would be an increase in noise and disturbance and pollution of the environment.
- The development would raise security questions for residents.
- There is a reservation regarding the future expansion of the site.
- At present, the area has enough recreational facilities and as an area designated as Green Belt, it should remain so.
- If planning permission is granted, the speed limit along Grimeford Lane should be reduced to 30mph for its entire length.

## **Consultations**

The Council's Landscape Assistant raises no objections to the application.

LCC (Highways) have no objections based on the amended access details.

LCC (Ecology) raise no objections to the application.

The Environment Agency has no objections to the application subject to a condition requiring protective fencing along the River Douglas and various informatives.

Natural England has no objections.

The Ramblers raise no objections.

The comments of National Grid, regarding the position of the fishing pegs in relation to the overhead power lines are being awaited and will be reported in the addendum if any are received.

Anderton Parish Council comment as follows: -

- No consideration has been given to the security and safety of the site in relation to the protection of users and potential interlopers.
- Concerns are expressed regarding security when the ticket booth is unoccupied and no indication has been given as to whether the site will have a fence boundary or gated access. The application needs to address monitoring and protection of the site from unauthorised access.

- No facilities such as toilets/shelter and nothing to cater for the educational and special needs provision for other members.
- Estimated number of vehicles visiting site is light in respect of the number of fishing pegs.
- An additional junction would be dangerous and Grimeford Lane is not a high standard road and already carries traffic to and from Grimeford Industrial Estate.
- No provision made for the restoration of the site should the venture fail.
- The site is in close proximity to power lines.

## Assessment

The main issues for consideration in relation to this application are as follows: -

### Appropriateness of the development in the Green Belt

PPG2 makes it clear that proposals for outdoor sport and recreation are 'in principle' acceptable forms of development in areas of Green Belt. Policy DC1 reiterates this whilst Policy LT12 provides more specific guidance on outdoor sport and recreation proposals. The provision of the two fishing lakes is therefore 'in principle' an acceptable form of development in this particular location. Ancillary facilities are also considered appropriate subject to them being essential to the main development and small scale.

### Impact upon the open and rural character of the Green Belt and locality

At present, the site of the development is fairly open when seen from Grimeford Lane to the south/southeast and is also fairly uniform save for a slight fall in land levels towards the River Douglas from northeast to southwest.

The position and size of the fishing lakes has been amended several times. The current plans propose the two fishing lakes set back from the road with the car park and ticket booth building located in the southeastern corner of the site next to Grimeford Lane behind an existing area of trees/hedgerow.

Whilst it is acknowledged that the lakes are of a uniform design, extensive planting will be implemented around the lakes and adjacent the site boundaries. The proposed marginal planting will help to soften the edges of the lakes thus making their initial uniform appearance appear more natural over time once planting becomes established.

The planting to the southeastern site boundary will obviously take time to become established and provide an effective and natural screen to the development. With regards to the fishing pegs, 34 are proposed in total with tree planting incorporated between every other peg again to break up the uniform appearance of the fishing lakes. The extensive landscaping will itself reduce the openness of the site in the long term. However, such planting will provide an attractive and effective screen to the development and will not be uncharacteristic to the area given there are other existing areas of mature trees adjacent to and around the application site. In terms of views lost through the site, the land level to the west and east of the site does rise and to the north mature trees along the banks of

the River Douglas limit further views hence it is not considered the loss of the views through the site will harm the overall character of the area.

The ticketing booth building is a modest structure to be constructed from timber measuring 5.1m by 7.2m by 2.1m to eaves and 3.5m to the ridge. The building will be largely screened from Grimeford Lane by existing trees abutting the road although additional planting can be required as part of the overall planting scheme to be submitted for approval under the landscaping condition. This building is of a size that is appropriate in that it only provides WC facilities, an office and small reception area, which are considered to be essential facilities in relation to the fishing lakes.

The car park contains 19 spaces and incorporates landscaping between some of the spaces and its periphery will be landscaped thus breaking up views of the car park. The position of the car park has been moved so as to have less impact on the openness of the Green Belt as it will benefit from some existing screening from Grimeford Lane by virtue of the trees/hedge behind which the ticketing booth is to be sited. Details of the surfacing material to the car park are required to be submitted pursuant to one of the recommended conditions which also covers landscaping hence subject to these details being satisfactory, it is not considered that the car park in the amended position proposed will result in detrimental harm to the Green Belt.

These aspects of the proposals therefore accord with the objectives of PPG2 and Policies DC1 and LT12 of the Local Plan Review.

#### Ecological issues

LCC (Ecology) and Natural England have not raised any objections to the application regarding its ecological impact on the basis of Water Vole Survey and Ecological Assessment submitted with the application. The Environment Agency have withdrawn an initial objection based on the amended plans and recommended the imposition of a condition requiring temporary fencing to be erected adjacent to the River Douglas for the duration of the works. It is therefore considered that the development accords with Policy Nos. EP4 and EP19.

#### Residential amenity

The nearest residential properties to the development are sited to the south and east of the site with the nearest one being 120m away. The objections have been noted regarding noise and disturbance. However, the largest amount of noise is likely to result from vehicular movements to and from the site and not people actually fishing. Given Grimeford Lane acts as a link between Bolton Road and Chorley Road, two busy 'A' classified roads; it is not considered that the increased vehicular movements will harm living conditions for local residents. It is therefore considered that the proposal meets with the objectives of the requisite planning policies, in particular, criteria (e) of LT12 of the Local Plan Review.

#### Traffic and Highway safety

The site is presently served by an old established gated field access, which would not be suitable to serve the development proposed. A new access is therefore proposed into the site further along (southwest) Grimeford Lane leading to 19 car parking spaces, which includes four spaces designated for mobility impaired customers. LCC (Highways) are now satisfied with the details of this new access and car parking and accordingly raise no objection to the application on traffic and highway safety grounds. As the existing access will be redundant, a condition is recommended requiring its permanent closure along with several others covering the construction and surfacing of the new access into the site.

The Parish Council's comments are noted. However LCC (Highways) have considered the implications of the development in formulating comments on the application hence it is considered that the proposal accords with the objectives of Policy TR4 and criteria (g) of Policy LT12 of the Local Plan Review and Policy 7 of the Joint Lancashire Structure Plan.

**Conclusion** On the basis of the above, it is considered that the development proposed is in line with the objectives of the requisite development plan policies. As such, it is recommended that planning permission be granted subject to the following conditions.

**Recommendation: Permit Full Planning Permission Conditions**

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.*

2. The approved plans are:

Plan Ref.	Received On:	Title:
1023-01	30 <sup>th</sup> October 2006	Layout Proposal & Proposed Section
-----	3 <sup>rd</sup> July 2006	Location Plan
1023-02	9 <sup>th</sup> August 2006	Typical Section Through Car Park
-----	3 <sup>rd</sup> July 2006	Water Vole Survey & Ecological Assessment

*Reason: To define the permission and in the interests of the proper development of the site.*

3. Before the development hereby permitted is first commenced full details of existing and proposed ground levels, proposed building slab level for ticket booth and cross sectional fishing lake details (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on the approved plans). The development shall only be carried out in conformity with the approved details.

*Reason: To protect the appearance of the locality, in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 and LT12 of the Adopted Chorley Borough Local Plan Review.*

4. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected to the site boundaries and within the site (including any retaining walls to the car park) (notwithstanding any such detail shown on the approved plans) shall have been

submitted to and approved in writing by the Local Planning Authority. The fishing lakes shall not be used pursuant to this permission until all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

*Reason: To ensure a visually satisfactory form of development, to protect the amenities of occupiers of nearby property and in accordance with Policy Nos. GN5 and LT12 of the Adopted Chorley Borough Local Plan Review.*

5. Before the fishing lakes are first used, the car park and vehicle manoeuvring areas shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

*Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review and Policy 7 of the Joint Lancashire Structure Plan.*

6. The development hereby permitted shall not commence until full details of the colour, form and texture of all hard ground-surfacing materials (car park/pathways etc) (notwithstanding any such detail shown on the approved plans) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.

*Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.*

7. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on the approved plans. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted and their distribution on site, the types and numbers of marginal plants and their distribution in/around the fishing lakes, those areas to be seeded, paved or hard landscaped, details of any wildlife enhancement features such as small ponds and scrapes; and detail any changes of ground level or landform.

*Reason: In the interests of the amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.*

8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 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 consent to any variation.

*Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.*

9. That part of the access extending from the kerb line/edge of carriageway for a minimum distance of 5 metres into the site shall be paved in permanent construction, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority, before the access is used for vehicular purposes and before the fishing lakes are first used.

*Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.*

10. Before the access is first used for vehicular purposes and the fishing lakes are first used, any gateposts erected at the vehicular access shall be positioned 5 metres behind the nearside edge of the carriageway and visibility splay fences or walls to the satisfaction of the Local Planning Authority shall be erected from the gateposts to the

existing highway boundary, such splays to be not less than 45 degrees to the centre line of the access. The gates shall open away from the highway. Should the access remain un gated, 45 visibility degrees splays shall be provided between the highway boundary and points on either side of the drive measured 5 metres back from the nearside edge of the carriageway.

*Reason: To permit vehicles to pull clear of the carriageway when entering the site, to assist visibility and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.*

11. The proposed access from the site to Grimeford Lane shall be constructed to a width of 4.5m and this width shall be maintained for a minimum distance of 10m into the site measured back from the nearside edge of the carriageway. The access shall be maintained to the above standard at all times thereafter.

*Reason: To enable vehicles to enter and leave the site in a safe manner without causing a hazard to other road users and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.*

12. Prior to the commencement of the development and throughout the duration of the construction period, temporary protective fencing shall be erected along the River Douglas. Details of the type of protective fencing to be used shall first be submitted to and approved in writing by the Local Planning Authority before it is erected.

*Reason: To protect the River Douglas and prevent debris and construction material from encroaching into this area and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review.*

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any Order revoking or re-enacting the Order, there shall not at any time in connection with the development hereby permitted, be erected or planted, or allowed to remain, upon the land hereinafter defined, any building, wall, fence, hedge, tree, shrub or other device which will obstruct the view above a plane 1 metre above the crown level of the adjoining highway (Grimeford Lane). The piece of land affected by this condition shall be that land between the visibility splay lines and the adjoining highway (Grimeford Lane) as detailed by the approved site plan (ref no. 1023-01).

*Reason: To ensure adequate visibility, in the interests of highway safety and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.*

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order, with or without modification), no form of external illumination shall be erected on any part of the site or ticket booth building.

*Reason: To protect the open and rural character of the Green Belt and in accordance with Policy DC1 of the Adopted Chorley Borough Local Plan Review.*

15. Prior to the commencement of the development hereby permitted, full details of how the spoil not to be re-used on the site will be dealt with shall have been submitted to and approved in writing by the Local Planning Authority. The development shall only thereafter be carried out in accordance with the approved details.

*Reason: To ensure a satisfactory form of development and in accordance with Policy No. DC1 of the Adopted Chorley Borough Local Plan Review.*

16. Only spoil resulting from the formation of the fishing lakes shall be used to form the raised banking areas adjacent the fishing lakes and there shall be no waste materials imported onto the site in connection with the development.

*Reason: To define the permission and in accordance with Policy DC1 of the Adopted Chorley Borough Local Plan Review.*

17. Before the fishing lakes hereby permitted are first used, provision for cycle and motor cycle parking, in accordance with details to be first submitted to and agreed in writing by

the Local Planning Authority, shall have been made. The cycle and motor cycle parking facilities shall be retained at all times thereafter.

*Reason : To ensure adequate on site provision for cycle parking and in accordance with Policy No. TR16 of the Adopted Chorley Borough Local Plan Review.*

18. The development hereby permitted shall not commence until full details of the colour, form and texture of all external facing materials to the proposed ticketing booth (notwithstanding any details shown on the approved plans) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out using the approved external facing materials.

*Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. DC1, GN5 and LT12 of the Adopted Chorley Borough Local Plan Review.*

19. Prior to the first use of the fishing lakes hereby permitted, the existing field access shall be permanently closed, in accordance with a scheme for its closure, which shall first have been submitted to and approved in writing by the Local Planning Authority. The field access shall remain permanently closed at all times thereafter in accordance with the approved details.

*Reason: In the interests of highway safety and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.*

20. Habitats within the application area have the potential to support breeding birds. Works during the bird breeding season (March to July inclusive) that would impact on breeding birds shall be avoided.

*Reason: To protect breeding birds and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review.*

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