

Application Number:	2016/0465	Application Type:	Full
Proposal:	Re-profiling of existing dry ski slope to form reduced risk training facility for year-round freestyle ski and snowboard jump training, including construction of an access tower, two ramps and an airbag, and change of use of existing restaurant to a training facility.	Location:	Ski Rossendale Haslingden Old Road Rawtenstall BB4 8RR
Report of:	Planning Unit Manager	Status:	For publication
Report to:	Development Control Committee	Date:	13 th December 2016
Applicant:	Mr David Fuller	Determination Expiry Date:	21 st December 2016
Agent:	Mr Clive Williams		

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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	
Member Call-In Name of Member: Reason for Call-In:	
3 or more objections received	
Other (please state):	Council-owned land

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

Approve full planning permission subject to the conditions.

2. SITE

Ski Rossendale is one of Rossendale's main tourist facilities, located to the west of the town centre of Rawtenstall and accessed from the northern side of Haslingden Old Road (Whitaker Park is located to its southern side). The facility, which is significantly screened by mature trees to all sides rises steeply upwards to the north and comprises the following:

- a car park to its front (south) side;
- a single storey timber clad building 'main facilities building';
- a single storey timber clad building originally an ancillary shop;
- a log-cabin type building, last used as a children's nursery
- three slopes, including the nursery slope directly behind the main facilities building; and
- a restaurant / café building to the rear of the nursery slope

The site specific to this application is a piece of land in the upper north west corner of the wider Ski Rossendale site, which currently includes one of the ski / snowboard slopes and the existing restaurant / café building.

The site lies within an area of countryside designated as Greenlands.

3. RELEVANT PLANNING HISTORY

2015/0341 - Variation of conditions 2 (list of approved drawings) and 3 (materials) for application 2014/0296 which consisted of extension to the north east side of the existing main facilities building to form cafe and club room, installation of ski tows to the slopes, extension of nursery slope and alterations to existing access and parking (Approved)

2014/0296 - Extension to the north east side of the existing main facilities building to form cafe and club room, installation of ski tows to the slopes, extension of nursery slope and alterations to existing access and parking (Approved)

2011/0461 - Change of use of log cabin from children's party and activity venue to a nursery school (Approved)

1998/0236 - Provision of covered patio area in front of restaurant building (Approved)

1993/0623 - Extension to ski hire cabin to provide cash collection office and covered shelter (Approved)

1993/0510 - Provision of new intermediate slope re-grading of existing main slope (Approved)

1993/0189 - Proposed addition of nursery slope (Approved)

1992/0283 - Side extension to existing ski club headquarters (Refused)

4. PROPOSAL

Planning permission is sought for the re-profiling of the existing slope in the north west corner of the site, including construction of an access tower, two ramps / jumps and an airbag landing zone to form an all-weather reduced-risk training facility for the Great Britain Park & Pipe athletes. The existing slope would be excavated (by up to 4m) in two areas and built up (again by up to 4m) in two areas, to provide a generally steeper profiled slope more conducive to gathering the speed

necessary for the jumps. Two new ramps / jumps would be constructed – both around 3m in height, sited in a staggered arrangement.

The construction of a 4.5m high access tower at the top of the slope with a ramp leading onto the slope would give an additional height increase in order for speed to be gained. The tower would be of galvanised steel construction, with railings and solid panels along its sides. A new path would be created leading to the access tower from the eastern side of the slope.

In order to facilitate the construction of the access tower, five trees (including Sycamores, Beech and Ash) would be removed from the stand of trees at the top of the slope. Five trees would need to be removed from the bottom of the slope (including Yew, Pine and Leyland Cypress) and two other pine trees would be removed from the western edge of the slope.

As compensation for the tree losses, the scheme includes the planting of six trees (including Yew and Scots Pine) along the western edge of the slope, and six Beech trees at the lower corners of the slope. Twelve trees would be planted in total to compensate for the twelve proposed to be felled.

The proposed airbag which would cover the landing zone would be dark green in colour, and would be around 1.4m in height from ground level, with an approximately 2m high buffer at its lower end. The airbag's footprint would be around 45m x 21m. The submitted design and access statement indicates that the airbag would effectively be an inflated landing 'mattress' which would allow athletes to more safely practise freestyle jumping by cushioning their landing.

The slope itself would be re-covered in a dry ski slope material of a faster grade, to facilitate greater approach speeds on to the take off ramps. The material would be lubricated with water, using a reconfigured version of the current water distribution system on the site. The colour of the new slope covering would be white.

The proposed scheme also includes the change of use of the existing restaurant / café building to a training facility. The building would remain unchanged externally, and would undergo some internal reconfiguration to provide a coaching room, lounge, laundry room, kitchen, office and bathrooms.

It is proposed that the facility would be open to other users, to broaden the facilities available at Ski Rossendale. The opening hours proposed are 13:00-21:00 Monday to Friday, 13:00-17:00 on Saturdays, and 10:00-17:00 on Sundays and Bank Holidays.

5. POLICY CONTEXT

National

National Planning Policy Framework (2012)

- Section 1 Building a Strong Competitive Economy
- Section 4 Promoting Sustainable Transport
- Section 7 Requiring Good Design
- Section 8 Promoting Healthy Communities
- Section 11 Conserving and Enhancing the Natural Environment

Development Plan Policies

Rossendale Core Strategy DPD (2011)

- AVP 4 Rawtenstall
- Policy 1 General Development Locations and Principles
- Policy 9 Accessibility

- Policy 14 Tourism
- Policy 17 Rossendale's Green Infrastructure
- Policy 18 Biodiversity and Landscape Conservation
- Policy 23 Promoting High Quality Design & Spaces
- Policy 24 Planning Application Requirements

Other Material Planning Considerations

National Planning Practice Guidance

6. CONSULTATION RESPONSES

Consultee	Comment
Greater Manchester Ecology Unit	No comments have been received.
LCC Lead Local Flood Authority	No comments have been received.
LCC Public Rights of Way	No comments have been received.
RBC (Environmental Health)	No comments have been received.
LCC (Highways)	No objection.
RBC Property Services	No objection.
United Utilities	No objection subject to condition.

7. NOTIFICATION RESPONSES

To accord with the General Development Procedure Order a site notice was posted on 02/11/2016 and 18 letters were sent to neighbours on 01/11/2016.

One objection has been received raising the following points:

- The development could result in noise disturbance to neighbouring properties if music is played to accompany freestyle snowboard / ski events.

8. ASSESSMENT

The main considerations of the application are:

- 1) Principle; 2) Visual Amenity; 3) Neighbour Amenity; & 4) Access/Parking and Highway Safety.

Principle

Policy 1 of the Core Strategy seeks to locate the majority of new development within the defined urban boundary, unless it has to be located in the countryside. In this case, the established Ski Rossendale facility is within the countryside and the proposed development necessarily has to be within the existing facility. It is considered therefore that the proposed scheme is in accordance with Policy 1.

Policy 14 of the Core Strategy is supportive of development which would enhance tourism / active sports assets within the borough, and states:

“Tourism, and in particular the active sports industry, is important to Rossendale, and is a key opportunity for the whole Borough. Tourism growth will capitalise on leisure pursuits and the unique sense of place within the Valley...”

The site lies within an area of Greenlands which are intended to protect open spaces, parks and recreational areas from development that would detract from the open character of the areas. Policy 17 of the Core Strategy states that Greenlands will be protected from harmful development.

The proposed works would not significantly detract from the open character of the area, and would enhance the range of facilities and attractions at Ski Rossendale.

The scheme is considered acceptable in principle.

Visual Amenity / Countryside Impact

The proposed ramps, tower and re-profiled slope would sit comfortably and unassumingly within the site and would not be unduly prominent from Haslingden Old Road. The high level of tree cover around the boundaries of the Ski Rossendale site would provide additional screening. It is considered appropriate to include a condition requiring the staircase, railings, frame and panels of the access tower to be painted black in order to reduce its prominence and ensure that it blends in visually with the backdrop of trees at the top of the slope.

The works (and in particular the airbag) would be visible in longer distance views from across the valley. However, the existing Ski Rossendale site is already a recognisable and prominent feature in the landscape above Rawtenstall in long distance views and it is not considered that the re-profiling and re-covering of the slope in question, or the addition of the tower, ramps and airbag would significantly increase the prominence of the facility within the landscape to a point that would be harmful to landscape character. The proposed white colour of the slope will match the existing slopes at Ski Rossendale (and would be similar to that being replaced) and the green colour of the airbag would not appear unduly incongruous in the wider landscape.

The proposed scheme would involve the loss of twelve trees from the site, however it is considered that the proposed compensatory planting of twelve new trees is appropriate and will avoid any undue harm to visual amenity.

The proposed change of use of the restaurant / café building would not involve any external changes to the building.

As such, the development is considered acceptable in terms of visual amenity / countryside impact.

Neighbour Amenity

No parts of the scheme would either individually or cumulatively affect light, privacy, outlook of neighbouring residential properties.

Whilst the scheme may increase the number of people visiting the site it is not considered that this would lead generally to a significantly greater likelihood of noise nuisance to surrounding residential properties given the separation distances involved and the screening of the site provided by the existing trees. The proposed opening hours are considered appropriate and there has been no concerns have been raised by the Council's Environmental Health team.

There has been one objection received in relation to the potential noise impacts of the development, particularly if freestyle snowboarding / ski events are held at the facility.

It is considered appropriate to include a condition requiring that if any system of sound or music amplification is proposed to be used at the site, full details of the system are first submitted to and approved in writing by the Local Planning Authority – to ensure that any noise is controlled to a degree that will not cause undue harm to neighbour amenity.

The scheme is considered acceptable in terms of neighbour amenity.

Access / Parking and Highway Safety

A parking statement has been submitted by the applicant's agent, and includes details of proposed parking arrangements for normal operation of the site and for any special events that may be held. The Local Highway Authority has no objection to the scheme based on the available parking provision.

It is considered that there is ample parking within the site and the scheme would not significantly increase the amount of traffic to and from the site to a degree that would cause harm to highway safety.

The scheme is considered acceptable in terms of access, parking and highway safety.

Conclusion

It is understood that the proposed facility will be the only one of its kind in the country, and will enable elite athletes to train and be based within the borough. It is considered that the proposed scheme will provide significant benefits to the borough in terms of its sporting and recreational offer, and is acceptable in planning policy terms subject to conditions.

9. Summary Reason for Approval

The scheme is considered acceptable in principle and, subject to conditions, would not detract to an unacceptable extent from visual and neighbour amenity or highway safety. The development is in accordance with Policies AVP4, 1, 9, 14, 17, 18, 23 and 24 of the adopted Core Strategy DPD and Sections 1, 4, 7, 8 and 11 of the Framework.

10. RECOMMENDATION

Approve full planning permission subject to the conditions below.

11. Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.

2. The development shall be carried out in accordance with the following plans and documents unless otherwise required by the conditions below:

- Application form date stamped 26th October 2016 by the Local Planning Authority.

- Site Location Plan (Drawing Number 151019-014.01) date stamped 26th October 2016 by the Local Planning Authority.
- Site Layout in Context: Proposed (Drawing Number 151019-015.01) date stamped 26th October 2016 by the Local Planning Authority.
- Site Section: Existing and Proposed (Drawing Number 151019-013.01) date stamped 26th October 2016 by the Local Planning Authority.
- Site Layout: Proposed (Drawing Number 151019-012.03) date stamped 26th October 2016 by the Local Planning Authority.
- Layouts: Café: Existing and Proposed (Drawing Number 151019-017.01) date stamped 26th October 2016 by the Local Planning Authority.
- NW Elevation: Tower: Proposed (Drawing Number 151019-016.02) date stamped 26th October 2016 by the Local Planning Authority.
- Layout: Tree Survey (Drawing Number 151019-019.01) date stamped 26th October 2016 by the Local Planning Authority.
- Layout: Removed Trees in Context (Drawing Number 151019-018.01) date stamped 26th October 2016 by the Local Planning Authority.

Reason: To ensure the development complies with the approved plans and submitted details.

3. The surface of the re-profiled ski slope shall be white in colour and the airbag hereby permitted shall be dark green in colour, and shall be maintained as such thereafter. The staircase, frame, railings and solid panels of the access tower shall be painted black in colour and maintained as such thereafter.

Reason: In the interests of visual amenity.

4. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

5. No system of sound amplification shall be used in conjunction with the development hereby permitted unless full details of the system and of its proposed use have first been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved system shall be operated in accordance with the approved details.

Reason: In the interests of neighbour amenity and to ensure that the development does not result in an unacceptable level of noise to the detriment of the neighbours' amenities