

APPLICATION REPORT – 19/01036/FULMAJ

Validation Date: 14 November 2019

Ward: Adlington And Anderton

Type of Application: Major Full Planning

Proposal: Erection of temporary warehouse building (retrospective)

Location: Fairport Engineering Adlington Mill Market Place Adlington Chorley PR7 4EZ

Case Officer: Mr Iain Crossland

Applicant: Mr Andrew Porter, Fairport Holdings Ltd

Agent: Mr Mark Percival, ArchitectureM

Consultation expiry: 9 December 2019

Decision due by: 13 February 2020

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within the settlement area of Adlington. Part of the site to the south has been allocated for mixed use housing and employment in the Chorley Local Plan 2012 - 2026, whilst the remaining area is designated as a part of the District and Local Centre.
3. The site is occupied by a mixture of industrial uses and associated administrative functions that have been established on the site for some considerable time. The building consists of 7 industrial warehouse bays adjoined to a buff brick entrance and administration office frontage. The industrial site is situated on Market Place, one of the major transportation routes through the town centre, which comprises a number of commercial sites. The site is located approximately 150m away from Adlington Rail Station and no more than 100m from bus stops with services in both a northern and southern direction to other local neighbourhoods and towns.
4. The building is not in a usable condition following a disastrous fire that has completely demolished bays 1A/3A and bays 1/5 to the floor slab level. Bay 4 has been heavily damaged but is still standing, however the damage is severe to the point that it cannot be salvaged and is due to be demolished to floor slab level. Bay 5 has remained intact and is structurally integral, however, the outer cladding has been damaged. Further to an inspection of feasibility, it has been decided that bay 5 is to be demolished to slab level and reconstructed. The brick administrative offices and other bays have survived for the most part with the exception of smoke damage in some areas, which is purely cosmetic. The external areas that surround the site, such as the workplace car park to the front of the building and the goods delivery and loading areas to the rear of the site are undamaged and can be re-utilised.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission to construct a temporary warehouse building on the site to facilitate everyday working operations whilst the major works to rebuild the existing warehouse take place. The temporary warehouse has been erected with 1080sqm of floor space and is located to the back of the site in the area where goods vehicles are loaded/unloaded. It is proposed that following the completed reconstruction of the damaged portions to the existing warehouse, the temporary warehouse would be dismantled and removed from the site.
6. Access to the site already exists via two entrances to the front of building from both Market Street and Back Railway View. Goods vehicles enter the site from the Back Railway View side road and travel around a one way system, which exits on the main road of Market Street. No changes to the access or parking arrangements are proposed.

REPRESENTATIONS

7. No comments have been received.

CONSULTATIONS

8. Regulatory Services - Environmental Health: Have no objection but recommend details of method of construction are provided in line with the Chorley Council document "Code of Practice for Construction and Demolition" due to proximity to dwellings
9. Waste & Contaminated Land: Have confirmed that they have no comments to make.
10. Lancashire County Council Highway Services: Have no objection.
11. Environment Agency: Have no objection subject to conditions.
12. Lead Local Flood Authority: No comments have been received.
13. Adlington Town Council: Considered this application at its meeting on 9 December 2019 together with application 19/01035/FULMAJ. The Town Council is concerned about:
 1. The impact of the proposed building works on neighbouring properties which are very close to this site.
 2. The scale and size of the proposed development although the Town Council recognises the need for operations to be able to continue whilst the original structure of the building is replaced.
 3. The implementation of these works, assuming planning consent is granted. Due consideration should be given to minimise any adverse impact to the residents in neighbouring properties throughout the construction process.

PLANNING CONSIDERATIONS

Principle of the development

14. The National Planning Policy Framework (The Framework) is strongly in support of proposals that sustain and enhance economic growth. It states in paragraph 80 that significant weight should be placed on the need to support economic growth through the planning system. The proposed development would provide a temporary facility whilst the facilities that were lost as a result of the recent fire are replaced, which would enable the existing business to continue operating in the meantime.
15. This is complemented by Central Lancashire Core Strategy Policy 10, which seeks to protect existing employment premises and sites.
16. It is noted that Adlington is identified as an Urban Local Service Centre in Policy 1(d) of the Central Lancashire Core Strategy, where some growth and investment is encouraged.

17. Part of the site is allocated for mixed use housing and employment under Chorley Local Plan 2012 – 2026 policy EP1.14/HS1.26, whilst the remaining area is designated as a part of the District and Local Centre under policy EP7. The proposed development is in support of the existing business based at the site and does not seek to deviate from the existing use of the land, therefore these policy designations are not applied to the assessment of this application.

18. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new industrial units and extensions to existing industrial units. This policy sets out a number of criterion to be satisfied by such proposals. An assessment against these criteria is set out as follows:

a) they are of a scale and character that is commensurate with the size of the settlement;

The development is of a scale that is commensurate with the scale and area of the application site and size of the settlement. The design and character are in keeping with the character of the industrial estate within which it is located.

b) the site is planned and laid out on a comprehensive basis;

The site has been previously laid out on a comprehensive basis and the proposed development provides a temporary building that would be in situ whilst the existing building is repaired.

c) the proposal will not prejudice future, or current economic activities within nearby areas;

The proposal would enable the present business to continue operating from the site whilst the fire damaged structures are rebuilt and would not alter the capacity of the site.

d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;

The proposed development would not result in any greater impact on noise than was previously the case prior to the buildings being damaged by fire. It is noted that residents have concerns around the noise associated with the movement of a number of skips / containers that were previously stored in the location of the temporary warehouse. These have recently been moved to a different area of the site closer to dwellings at Railway View, which has resulted in the Environmental Health section receiving a number of noise complaints from local residents regarding the movement of these containers. However, the business is not restricted in its ability to use the site for outdoor storage, and, therefore, containers can be moved within the site at any time without planning controls. Notwithstanding this such noise complaints can be investigated by the Environmental Health under separate legislation using statutory nuisance provisions.

e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;

The existing access would be retained and unaltered and the scale of the industrial development would be no greater than it was previous to the fire as the building would be temporary.

f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;

The application site is well served by public transport with a railway station within 150m. The site is also accessible to a reasonably large catchment by walking or cycling.

g) open storage areas should be designed to minimise visual intrusion;

The application site has historically operated with widespread open storage and the business would continue to operate in the same manner as it did previously. This proposal has resulted in containers being transferred to another part of the site to accommodate the temporary building, however, this could occur at any time without the need to seek any type of consent from the Local Planning Authority.

h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;

There is very little screening around the perimeter of the site with walls and railings already in situ that would be retained. There is an established strip of landscaping between the car park and Market Place that softens the frontage of the site. The building is not out of character in the context of the existing industrial site and is located away from the most publicly visible parts of the site. In addition to this the development is temporary.

i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

The industrial site is already well established and has limited space for landscaping. The application seeks consent for the building to be sited temporarily, therefore peripheral landscaping cannot be insisted upon in this instance.

j) the development makes safe and convenient access provision for people with disabilities;
The proposed development would have level access.

k) the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;

The building is a temporary solution and has been designed to serve a purpose for a limited amount of time.

l) the proposal will not result in surface water, drainage or sewerage related pollution problems; and

There would be no greater impact on surface water, drainage or sewerage related pollution problems than existed previously.

m) the proposal incorporates measures which help to prevent crime and promote community safety.

The building is contained within an already secured site.

Impact on neighbour amenity / noise

19. The proposed development is located just over 20m from the nearest residential properties at Meadow Street and approximately 80m from those at Railway View, which is a very close relationship between industrial and residential uses that is not generally desirable. However, such a relationship is not uncommon in more historic employment areas dating back to the times when residential buildings were positioned in amongst factory buildings as a way of accommodating the workforce close to the employer. In this particular situation the industrial site has been in situ for some considerable time and the building that has been erected is a temporary measure that would be in situ whilst the fire damaged buildings are repaired and replaced. Additionally, this particular part of the site has been used for outdoor storage and business operations previously. As such the proposed development would have no greater impact on the amenity of the nearby residents over and above that of the historic arrangement.

Impact on character and appearance of the locality

20. The proposed development would be commensurate in the context of the existing site and buildings and in consideration of what existed prior to a recent fire. The building is of functional design and is located to the south east of the site away from prominent public views. Additionally, it would only be in situ for a temporary period until the fire damaged buildings are repaired or replaced. The building is necessary to enable the continuing functions of the business, whilst the previous facilities are replaced.

21. It is acknowledged that the proposed development is visible, however, it reflects the prevailing scale and character of the industrial site and existing buildings, and is not therefore incongruous in this context.

Impact on highways/access

22. This application is associated with application 19/01035/FULMAJ, which seeks planning permission for the demolition of existing fire damaged structures and reconstruction of bays 1-5 and 1A-3A of the industrial building.

23. The current application is a retrospective proposal for the erection of a temporary warehouse of 1080m² floor area at the south east corner of the site for use during the works associated with the demolition and reconstruction of the industrial building and would then be dismantled once the major works are completed on site. As such the development seeks to provide some capacity to the business on the site, whilst the buildings are re-established rather than adding additional capacity. As such it is not anticipated that there would be any additional vehicle movements over and above those previously associated with the site.

24. Overall, LCC highways consider that the proposal is acceptable from highway perspective.

CONCLUSION

25. The proposed development would improve the appearance of the site in that it would address recent fire damage and result in the rebuilding of the structures to replicate the scale of the previous development as it stood prior to a recent fire. There would be no unacceptable detrimental impact on the amenity of neighbouring occupiers over and above the historic situation. In addition, the highway impacts would be remain constant, whilst the proposal would secure the functions of the business and contribute to economic development within the Borough. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 99/00776/FUL **Decision:** PERFPP **Decision Date:** 23 November 1999
Description: Erection of 3 chimneys to existing building

Ref: 00/00038/FUL **Decision:** PERFPP **Decision Date:** 23 February 2000
Description: Three extraction chimneys

Ref: 01/00298/FUL **Decision:** PERFPP **Decision Date:** 20 June 2001
Description: Single storey dock leveller extension

Ref: 19/01035/FULMAJ **Decision:** PCO **Decision Date:** Pending
Description: Reconstruction of industrial building at bays 1-5 and bays 1A-3A following demolition of existing fire damaged structure, with composite cladding to be applied to all external elevations.

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested conditions

No.	Condition		
1.	The development hereby permitted shall be carried out in accordance with the following approved plans:		
	Title	Drawing Reference	Received date
	Location plan	462-001	14 November 2019
	Site plan	462-240	14 November 2019
	Temp-Warehouse Floor Plan	462-250	30 October 2019
	Temp-Warehouse Roof Plan	462-251	30 October 2019
	Temp-Warehouse Main Ele	462-260	30 October 2019
	Temp-Warehouse Side Ele	462-261	30 October 2019
	Temp-Warehouse Rear Ele	462-262	30 October 2019
	Temp-Warehouse Side E 2	462-263	30 October 2019

	<p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
2.	<p>The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
3.	<p>Within one month of the removal of the building hereby approved a report detailing any contamination of the site or any detrimental environmental impact in respect of the development that was carried out (beneath the temporary warehouse structure), shall be submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. The results of the site investigation and the detailed risk assessment, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 2. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p><i>Reason: To identify and avoid where possible any unacceptable risk from unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</i></p>
4.	<p>This permission shall expire on 17 January 2023 by which date the use shall have been discontinued, any associated buildings or other structures shall have been removed from the land, the building hereby permitted, and any ancillary works or structures associated therewith, shall be removed and the land restored to its previous authorised state as open storage area in all respects.</p> <p><i>Reason: To give the Local Planning Authority control over the long-term use of the land as the proposal has been developed and assessed on the basis of a temporary period, whilst damaged structures are rebuilt.</i></p>