

APPLICATION REPORT – 20/00282/FULMAJ

Validation Date: 16 March 2020

Ward: Euxton South

Type of Application: Major Full Planning

Proposal: Hybrid planning application (part full application/part outline application) seeking full planning permission for a fleet garage extension and outline approval (all matters reserved) for a number of new buildings, proposed car parking areas and modification to internal site roads.

Location: International Fire Training Centre Washington Hall West Way Euxton Chorley PR7 6HJ

Case Officer: Mike Halsall

Applicant: Lancashire Fire and Rescue Service

Agent: Mr Richard Shuttleworth, Equilibrium Architects Ltd

Consultation expiry: 8 April 2020

Decision due by: 31 August 2020 (Extension of time agreed)

RECOMMENDATION

1. It is recommended that this application is approved subject to conditions and a section 106 agreement requiring:
 - That previously unimplemented elements of extant planning permissions at the site are not built in combination with this scheme
 - A £12,000 contribution be paid to Lancashire County Council for monitoring the Travel Plan for the site

SITE DESCRIPTION

2. The application site is identified within the Chorley Local Plan 2012-2026 as a Previously Developed Site within the Green Belt and comprise land forming part of the International Fire Training Centre, ran by Lancashire Fire and Rescue Service (LFRS). The site is located to the west of West Way, between Astley Village (to the south and east) and Euxton (to the west).
3. The original Washington Hall site dates from the early 1940's when it was occupied by the American Forces and then later by the Ministry of Education as a teacher training college for those returning from service with the armed forces. The site was then used for fire fighter training for both the RAF and Auxiliary Fire Services and in 1964 the Lancashire County Fire Brigade took up permanent occupation of the site for the training of firefighting and fire safety and which is still its principal purpose today.
4. The overall Washington Hall site occupies some 10.6 hectares, with the main, central part of the site (4.9 hectares) occupied by around 8 principal buildings housing training and storage facilities for the Fire Service activities carried out on the site. There are also two adjacent areas of land (identified within the blue-edge and outside of the red-edge on the Site Location Plan) which are owned by the LFRS and are used by them as open training areas or for training props.

5. The site is accessed from the B5252 West Way which also serves Chorley Community Fire Station which is located near to the entrance of the site. Washington Lane to the north west and West Way to the south east form the principal boundaries to the site. There was historically a rear access point to the site from Washington Lane, but this is no longer used.
6. There is an internal gyratory road system around the site, linking several key buildings including Lancaster House, Astley House, USAR (Urban Search and Rescue) Building, Fleet Garage and the Fire House. Most of the buildings on the site were clearly purpose built for the Fire Service and constructed from the 1970's onwards. There are several specialised training props located around the Washington Hall site which are used for fire and rescue simulation training as well as several ancillary / storage buildings / small classroom / teaching buildings positioned directly adjacent training areas.

PLANNING HISTORY

7. Outline planning permission (ref. 09/00404/OUTMAJ) and subsequent reserved matters consent (ref. 10/00348/REMMAJ) permitted a new fire station which has since been constructed to the south of the site, just outside the current red-edged planning application boundary.
8. The original permission relevant to the current proposal on the site was granted under ref: 11/00238/FULMAJ, a hybrid application by LFRS. It granted outline planning permission for the redevelopment of the whole site, including a long-term masterplan and full planning permission for access road widening and construction of a USAR building and Fleet Garage (all now constructed). This permission was implemented and is, therefore, extant.
9. The 2011 hybrid permission was granted following an assessment of the existing volume of buildings on the site, those to be demolished, retained and proposed in relation to Green Belt and the long-term Masterplan for the site.
10. In 2012 a Section 73 application (ref. 12/00188/FULMAJ) was approved to vary the conditions on the 2011 hybrid permission to allow changes to the phasing of the development, an increase in the finished floor level of the Fleet Garage and Stores building, a reduction in the landscaping scheme relating to the Fleet Garage and Stores building and changes to the sustainable resources condition.
11. In 2013 reserved matters consent (ref: 13/00554/REMMAJ) was granted pursuant to the outline elements of the 2011 hybrid application for details of the proposed new Fire Service Headquarters Building – this would have involved the Fire Service HQ moving from Fulwood in Preston to Chorley, but this element of the development has not been implemented.
12. Following this, there was a further Section 73 application (ref: 13/00728/FULMAJ) to vary conditions of 12/00188/FULMAJ to reflect changes to the masterplan and phasing strategy for the site. This application focussed on the necessary planning conditions that needed to be varied to accommodate the revised requirements of the LFRS at that time, including a review of the development parameters for the site and specifically in relation to the volume of proposed buildings. An initial volume analysis (for the total volume of existing and proposed buildings on the site) was carried out as part of the first planning application submission (ref. 11/00238/FULMAJ) which concluded that the total building / structure volume for the site was 36,916.7m³. The volume analysis undertaken for subsequent application (ref: 13/00728/FULMAJ) demonstrated that the overall volume of the proposed development (24,032m³) was less than what had been previously approved (36,916.7m³) and, therefore, was considered acceptable.
13. To date, LFRS have demolished a number of significant buildings (Washington Hall, Fleet Fire Garage, three multi storey Accommodation Blocks etc) and constructed buildings including Chorley Fire Station, USAR Building, Fleet Garage, Day Crewing Plus (DCP) Accommodation Block, as well as a number of smaller classroom / welfare / stores

buildings which are required to service the essential training needs of the fire training centre site.

Current Situation

14. Following the approval of the headquarters scheme, due to changes within the fire training environment and uncertainty in both the economic and political climate within which the Fire Service operates, it was advised the development of the headquarters building was unlikely to progress in the short term and the scheme was eventually put on hold by LFRS in 2014/15.
15. It has been advised that the Fire Service has now carried out a strategic review of how they would like to develop the Washington Hall site going forward with training facilities for fire fighters and accommodation on the site for administration and other fire service support staff who are currently located at LFRS headquarters in Fulwood.

DESCRIPTION OF PROPOSED DEVELOPMENT

16. The LFRS has now submitted a fresh hybrid planning application (part full application/part outline application) seeking full planning permission for an extension to the Fleet Garage building and outline approval (all matters reserved) for a number of new buildings, proposed car parking areas and modification to internal site roads. The new buildings for which outline consent is sought are; an indoor joint training centre, a public order unit building, a store building (one was approved as part of the previous planning consents, but in a different location) and an extension to Lancaster House (Lancaster House was to be demolished as part of previous planning permissions).
17. The purpose of the proposal is to offer an improved training facility for fire fighters within Lancashire, including their requirements for a new Breathing Apparatus (BA) School, as well as their long term aspiration for the provision of additional fire training / storage facilities on the site, including dedicated training facilities for the Police Service.

Full planning application

18. The only part of the development for which full planning permission is sought is the extension to the Fleet Garage to consolidate existing BA (Breathing Apparatus) facilities on the site within a single, purpose-built facility. A new BA training facility is required to allow Breathing Apparatus training to be compliant with recently introduced Health and Safety legislation in connection with BA wearing and decontamination procedures which cannot be accommodated within the existing BA training facilities within the site. The building would also include workshop and training facilities for activities which are currently located at other LFRS sites and which are complementary to the training of fire fighters.
19. The existing Fleet Garage building was constructed in 2013 and has been used to house BA Recovery who are responsible for the repair and servicing of Breathing Apparatus for the Fire Service and which ensures that there is always an adequate supply of fully maintained BA equipment that may be required in connection with incidents that may occur in Lancashire.
20. Fire fighters undergoing training on the various fire training props on the Washington Hall site would access the new BA facilities from the front of the building (facing into the centre of the Washington Hall site), with workshops for vehicle servicing, ladder inspection / servicing and storage being accessed from the enclosed rear yard area of the building. The fire appliance driver training school (which is currently housed within Lancaster House) would also be accessed from the rear of the existing Fleet Garage and would be located where the current BA support facility currently resides.
21. All the different departments within the proposed Fleet Garage extension are accessible from a central corridor inside of the building and where there is a proposed link with the retained facilities within the existing Fleet Garage including Training Stores and Laundry,

Driver Training School and appliance storage bays, where training fire appliances are stored and maintained. Level access is possible at all access points into the proposed building and within the building itself, with accessible facilities being incorporated into the scheme for all to use.

Outline planning application

22. Although the detailed proposals for a new headquarters building were never implemented, they provided a focus for the Fire Service to consider how they would like the Washington Hall site to be developed over the next 10 years, including the consolidation of fire service facilities within Chorley, rather than at their Fulwood site near Preston.
23. Following a considerable period of review and detailed reassessment of how they would like to develop the Service Training Centre site, there is now a clear desire to retain the existing Lancaster House building (as lecture theatres, conferencing space, dining facilities, offices etc.) and to provide a forward extension to the building which could accommodate a variety of additional office spaces (for a number of different Fire Service departments), flexible conferencing facilities and ancillary spaces etc. which can be used as an administrative base for LFRS.
24. The other key buildings proposed in outline on the site include a proposed single storey Stores building located adjacent the existing USAR Building, an Indoor Joint Training Centre building and Public Order building. Both of these buildings are proposed to be used for training by the Police Service.
25. There is also some car parking proposed both adjacent the proposed Fleet Garage and to the side and rear of Lancaster House to serve the new office extension and the proposed Police Training buildings. Landscaping proposals, including tree and shrub planting would be incorporated into the scheme to enhance the landscape and ecology provision within the site.
26. The proposed office extension to Lancaster House would provide additional office space for staff already located within the Washington Hall site, as well as staff to be relocated from the existing LFRS headquarters site in Fulwood. The reception area within the existing Lancaster House would be expanded and developed to create a new entrance to a combined and extended building.
27. The proposed Stores building would be used to house all consumable items and spare / replacement PPE / firefighting equipment that the fire service uses while attending incidents and which is currently housed at Fulwood HQ, Preston. The stores building is proposed to be located close to the entrance of the site for ease of access for equipment which may be required during incidents around Lancashire.
28. The Police Indoor Training Centre and Public Order Unit enclosures would accommodate a range of police training activities. The proposed Indoor Joint Training Centre building would be used to provide an all-weather training facility for use by Fire, Police and Ambulance services when dealing with simulated chemical and other incidents and would be accessible by vehicles. The Public Order building would serve two main purposes: firstly as a gymnasium to train officers of all grades in personal safety, which includes self-defence combat, handcuffing techniques, baton use etc. and secondly, it would be used to train officers in the management of riots and public disturbances. For these purposes it would have various simulated street or prison scenes installed inside and officers would practice controlling "rioters" in differing scenarios.

REPRESENTATIONS

29. No representations have been received.

CONSULTATIONS

30. Greater Manchester Ecology Unit (GMEU): Have advised that they have reviewed the scheme with regards to the following:

- Proximity to and impact pathways to statutory and non-statutory designated wildlife sites
- The likelihood of priority habitats of value being present
- The likelihood of protected species being present – in particular bats, bat roosts and protected/priority amphibians.
- Government guidance (Defra Circular 06/2005) indicates that protected species are a material consideration in the determination of applications, but that surveys should only be requested where there is a reasonable likelihood of those species being present

GMEU has no objection to the proposal, subject to specific informatives and conditions being attached to any grant of planning permission to protect trees, ponds, bats, amphibians, nesting birds and to ensure a landscaping scheme is provided.

31. Lancashire County Council Highway Services (LCC Highways): Have responded with no objections to the proposal but requested the applicant provide off-site sustainable transport improvements to mitigate any harm to the local transport network which would be caused by the proposal.

The determination of this application has been delayed partially due to prolonged negotiations between the applicant and LCC Highways with regards to the specifics of the off-site sustainable transport improvements to be provided by the applicant. The conclusion of these negotiations was brought about by both parties agreeing that the following measures would be provided:

- Improvements to the pedestrian route from the site towards Tesco to include provision of dropped kerbs and tactile paving at the entrance to the site, the existing pedestrian refuge to the south of the site access and its corresponding sides of the road; and both arms of Southport Road to the roundabout to include the existing traffic island.
- Two bus stops are to be improved on the north side of West Way and north side of Southport Road to a disability compliant standard to include, raised kerbs, boarding areas, bus stop bay markings, 'BUS STOP' worded markings and clearways.
- A developer contribution £12,000 to enable LCC Highways to provide the following range of services in support of implementing the Travel Plan.
 - Appraise the Travel Plan(s) submitted to the Council pursuant to the Planning Permission and provide constructive feedback.
 - Oversee the progression from Framework to full Travel Plan in line with agreed timescales.
 - Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.

The first two of the above measures would be secured via a section 278 agreement under the Highways Act 1980 between LCC and the applicant. The third would be secured via a section 106 agreement under the Town and Country Planning Act 1990 between Chorley Council and the applicant. The above will only apply to the Outline elements of the proposal.

LCC Highways have also recommended conditions and an informative to be added to any grant of planning permission.

32. Environment Agency: Have responded to state that they have reviewed the submitted site investigation report; Phase 2 Geo-Environmental Investigation and Remediation Statement by LKC reference number 20 1099 dated 5 March 2020, and they concur with the methods of remedial treatment for the contamination on this site, and look forward to being consulted on the verification report when available. Adequate investigation and analysis has been undertaken in relation to the proposed development of the Fleet Garage and surrounding

areas. The verification report is required to be submitted via a suitably worded planning condition.

33. Lead Local Flood Authority: Have not responded on this occasion. As the proposed buildings are to be located on existing areas of hardstanding, it is not considered that flood risk is a concern for this scheme and any risk can be controlled by a suitably worded planning condition. See response from United Utilities below.
34. United Utilities: Have responded with no objections to the scheme and have suggested conditions be attached to any grant of planning permission relating to surface and foul water management.
35. Waste & Contaminated Land: Have responded to state that they have no comments to make.
36. Council's Tree Officer: Has responded to state that the trees to be removed are not of any major arboricultural significance and have low public amenity value. They have recommended adherence to the submitted Arboricultural Method Statement and Tree Protection Plan. This could be secured via a suitably worded planning condition.
37. Euxton Parish Council: No comments have been received.

PLANNING CONSIDERATIONS

Principle of development

38. The application site is located within the Green Belt and falls within the definition of previously developed land provided within the National Planning Policy Framework (the Framework). Section 13 of the Framework confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
39. Development will only be permitted within the Green Belt, in accordance with the Framework, if it is considered appropriate development or where very special circumstances can be demonstrated. The Framework confirms that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
40. Paragraph 145 of the Framework states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but lists a number of exceptions to this rule. One exception listed at Paragraph 145 of the Framework of development that need not be considered inappropriate development in the Green Belt is the limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.
41. Whilst the test for sites such as this relates to the impact on openness, it is important to note that the Framework contains no specific definition of 'openness'. It is considered that in respect of the Framework, the existing site currently has an impact on the openness of the Green Belt. However, it is important to note that merely the presence of an existing building on the site currently does not justify any new buildings. The new buildings must also not "have a greater impact on the openness of the Green Belt".
42. Whether the proposed buildings have a greater impact on openness is a subjective judgment which is considered further below. Objective criteria could include the volume of the existing buildings although it is important to note that the Framework does not include such an allowance or capacity test. To engage with the exceptions of paragraph 145 of the Framework, which is reflected in policy BNE5 of the Chorley Local Plan 2012 - 2026, the test relates to the existing development. The openness of an area is clearly affected by the

erection or positioning of any object within it no matter whether the object is clearly visible or not. The openness test relates to the whole of the site.

43. The site is classed as a Major Developed Site in the Green Belt for which Policy 1 of the Central Lancashire Core Strategy states development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes.
44. Policy BNE5 of the Chorley Local Plan 2012 – 2026 relates to the redevelopment of previously developed sites in the Green Belt and states that redevelopment of previously developed sites in the Green Belt will be permitted providing that the appearance of the site as a whole is maintained or enhanced and that all proposals, including those for partial redevelopment, are put forward in the context of a comprehensive plan for the site as a whole.
45. In terms of the visual impact the site is entirely enclosed from outside views (apart some very limited views from the emergency exit gates at the rear of the site leading onto Washington Lane but these look onto the already constructed buildings on the north side of the site) and is/was already well developed, both currently and before any work to implement previous planning permissions were undertaken. It is not, therefore, considered that there would be any visual intrusion resulting in harm to the visual dimension of openness of the Green Belt.
46. The existing buildings, including the existing Fleet Garage, Teaching Room, USAR building and DCP building total 10,818m³. Only the Fleet Garage extension is being applied for in full and so elevation details of the other buildings (Lancaster House extension, Stores building, Public Order Unit and Indoor Service Training Centre) are not available. The applicant has however stated that the proposed total volume of these buildings and the Fleet Garage extension would be 26,098m³. The total volume of built development would, therefore, be 36,916m³ which is the same volume of built development already established as acceptable by previous planning permissions on this site.
47. In terms of the spatial context, the proposed increase in built development on previously development land of approximately 140% would have a greater impact on the openness of the Green Belt than the current situation. However, the total proposed volume is the same as that approved by the original planning permission 11/00238/FULMAJ which has been partially implemented and is, therefore, extant and could still be fully implemented. This, along with the other associated benefits of providing a state of the art training facility in Chorley for the LFRS, one of the emergency services upon which all residents within the County rely upon, represents very special circumstances to overcome the harm to the openness of the Green Belt. It is not considered that there is any 'other harm' to take into this appraisal, as demonstrated within the following sections of this report.
48. The submission of a landscaping scheme could also be required by virtue of a suitably worded planning condition to ensure the appearance of the site is further improved. As such, the proposal complies with policy BNE5 of the Chorley Local Plan 2012 - 2026.
49. As the earlier permissions remain extant and some of the buildings now proposed would be on a different footprint, it would not be acceptable to build out the earlier permissions in conjunction with what is now proposed as this would have an unacceptable impact on the Green Belt. A section 106 legal agreement would, therefore, need to be agreed to ensure that any parts of these earlier permissions that have not been implemented to date would not be built if the current application is approved and implemented.
50. In light of the above considerations, the proposal is considered acceptable in principle.

Design and amenity

51. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development, including extensions, conversions and free-standing structures, provided that (amongst other things):

“a) The proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.

c) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area;

d) The residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction;

f) The proposal would not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site.”

52. The external appearance of the proposed extension has been designed to match that of the existing Fleet Garage, including the use of trapezoidal profiled, composite cladding panels, with matching trims / flashings to wall and roof faces, sectional overhead doors and powder coated aluminium doors and window frames etc. The proposed extension roof profile follows the profile and pitch of the existing Fleet Garage roof, with the higher roof of the proposed extension signalling the start of the new extension where it rises above the existing lower section of roof over the existing BA Recovery and Stores area. This can be controlled by planning condition.
53. Photovoltaic cells / solar panels would be located on the south facing roof slope of the proposed extension, with the use of such renewable and low carbon technologies helping to offset the overall energy consumption of the building and assist in the delivery of a BREEAM Very Good rating. Furthermore, the use of air source heat pumps to extract available heat from external air to provide heating and cooling further assists in the delivery of a low carbon building. Natural / cross ventilation of internal spaces would be achieved wherever possible using openable windows and doors.
54. The proposed external hard landscaping and ground finishes would match the colour and texture of those to the existing Fleet Garage.
55. The design of the proposed Fleet Garage extension is considered acceptable.
56. Other elements of the proposal are submitted in outline and so the design aspects of these elements do not form material considerations in the determination of this application and would be instead assessed at reserved matters stage.
57. There are no dwellings close enough to the site for the proposal to impact upon residential amenity. The scale and layout of the proposal are considered appropriate to the location and are considered acceptable.

Ecology

58. Policy BNE9 of the Chorley Local Plan 2012 – 2026 seeks to safeguard protected and endangered species and their habitats. The Greater Manchester Ecology Unit has no objections to the scheme and has suggested conditions and informatives to be attached to any grant of planning permission, as explained above. The proposal is, therefore, considered to comply with policy BNE9 of the Chorley Local Plan 2012-2026.

Highway safety

59. Lancashire County Council Highway Services have raised no objections to the proposed development subject to off-site works being delivered by the applicant, as outlined above. LCC Highways have provided the below comparison of the existing development and the previously approved scheme with the new proposal, in terms of transport and traffic considerations:

- In terms of staff, the existing site has 64 staff with 100 students visiting a day. In the 2011 masterplan, 300 staff and 112 students plus 10 visitors per day were approved. The current masterplan proposes 191 staff and 140 students per day.
- For buildings, the existing site has 5,741m² GFA of buildings. In the 2011 masterplan, a total of 8,102m² GFA of buildings were approved. The current masterplan proposes to increase this to a total of 10,931m² GFA.
- Parking: The existing site has 124no. car parking spaces. In the 2011 masterplan, a total of 369 parking spaces were approved. The current masterplan proposes 230 spaces (although in GFA terms, the current masterplan requires 376 spaces as per LA standard).

From the above, while it is appreciated that there is some reduction in staff numbers compared to previously approved schemes at this site, the location of the site and the overall scale of the proposed development are material considerations when assessing the required mitigation measures.

The proposed masterplan would generate significant amounts of movements but can only be prevented or recommended for refusal on highway/transport grounds if the residual cumulative impacts are severe. Therefore, to ensure the impacts of the development can be accommodated within the existing network and to ensure safe and suitable access to the site can be achieved for all people, there is need for low-cost improvements that limit the significant impacts. The following improvements/contributions are necessary to make the proposed development acceptable in planning terms;

- Improvements to the pedestrian route from the site towards Tesco to include provision of dropped kerbs and tactile paving at the entrance to the site, the existing pedestrian refuge to the south of the site access and its corresponding sides of the road; and both arms of Southport Road to the roundabout to include the existing traffic island.
 - Two bus stops are to be improved on the north side of West Way and north side of Southport Road to a disability compliant standard to include, raised kerbs, boarding areas, bus stop bay markings, 'BUS STOP' worded markings and clearways.
 - A developer contribution £12,000 to enable LCC Highways to provide the following range of services in support of implementing the Travel Plan.
 - Appraise the Travel Plan(s) submitted to the Council pursuant to the Planning Permission and provide constructive feedback.
 - Oversee the progression from Framework to full Travel Plan in line with agreed timescales.
 - Monitor the development, implementation and review of the Travel Plan for a period of up to 5 years.
60. As outlined above, the Council's parking standards set out within Appendix A to the Chorley Local Plan 2012-2026 required by policy ST4 would be 376 spaces. Whilst only 230 spaces are proposed as part of the new masterplan, the majority of the scheme is submitted in outline only. A planning condition can, therefore, be attached to require future reserved matters submissions to provide a level of parking that meets the Council's parking standards.
61. The proposal, subject to the mitigation measure requested by LCC highways, is considered acceptable and in accordance with the Development Plan with regards to traffic and transportation impacts.

Community Infrastructure Levy (CIL)

62. This is a hybrid application (part outline, part full) CIL Liability is not calculated at outline application stage. The full part of the proposal will be CIL Liable if approved and the outline sections will be CIL Liable on approval of the final reserved matters application for each phase of the development (if approved).

CONCLUSION

63. The Lancashire Fire and Rescue Service has submitted a fresh hybrid planning application (part full application/part outline application) seeking full planning permission for an extension to the Fleet Garage building and outline approval (all matters reserved) for a number of new buildings, proposed car parking areas and modification to internal site roads. The new buildings for which outline consent is sought are; an Indoor Joint Training Centre, a Public Order Unit building, a Store building and an extension to Lancaster House.
64. The purpose of the proposal is to offer an improved training facility for fire fighters within Lancashire, including their requirements for a new Breathing Apparatus (BA) School, as well as their long term aspiration for the provision of additional fire training / storage facilities on the site, including dedicated training facilities for the Police Service.
65. The application site is previously developed land located within the Green Belt and the proposed development need not be considered inappropriate development if it would not have a greater impact on the openness of the Green Belt than the existing development or where very special circumstances can be demonstrated. The Framework confirms that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
66. It is concluded that the proposal would have a greater impact on the openness of the Green Belt but very special circumstances exist to outweigh the harm caused by the proposal. All other impacts can be sufficiently mitigated to an acceptable level and, therefore, the proposal accords with the Development Plan.
67. It is recommended that the application is approved, subject to conditions and a section 106 legal agreement as detailed above.

RELEVANT HISTORY OF THE SITE

Ref: 75/00734/LCC **Decision:** PERLCC **Decision Date:** 10 November 1975
Description: Proposed single storey building with mezzanine floors to form Dining/Recreation Areas with boiler house building adjacent

Ref: 86/00080/NLA **Decision:** PERNLA **Decision Date:** 18 March 1986
Description: Erection of a breathing apparatus instruction block and fire house at Euxton

Ref: 00/00592/TEL **Decision:** PAATEL **Decision Date:** 22 August 2000
Description: Installation of 6 no. co-polar antennae, 1 no. 600mm microwave dish and equipment cabin

Ref: 01/00043/FUL **Decision:** PRRRTF **Decision Date:** 7 March 2001
Description: Retrospective application of siting of 12 tonne L P G storage vessel and construction of base

Ref: 01/00484/TEL **Decision:** PAATEL **Decision Date:** 26 June 2001
Description: Prior notification of siting of telecommunications equipment consisting of replacement antennae, replace existing dish with 4 microwave dishes, increase number of feeder cables, replacement cabin and security fence

Ref: 01/00979/FUL **Decision:** PERFPP **Decision Date:** 17 January 2002
Description: Single storey training facility building

Ref: 96/00714/FUL **Decision:** PERFPP **Decision Date:** 18 December 1996
Description: Creation of new car park

Ref: 97/00927/CIRC **Decision:** PERCRC **Decision Date:** 18 February 1998
Description: Circular 18/84 Notice of proposed development by Forensic Science Service to provide Security Fencing

Ref: 98/00289/FUL **Decision:** REFFPP **Decision Date:** 9 July 1998
Description: Erection of telecommunications tower and 25m rescue training installation

Ref: 98/00682/FUL **Decision:** PERFPP **Decision Date:** 25 November 1998
Description: Installation of 25m dual purpose telecommunications and rescue training tower in 12 x 12m secure compound including associated equipment cabin

Ref: 98/00800/CIRC **Decision:** PERCRC **Decision Date:** 17 February 1999
Description: Notice of proposed installation of CCTV and Lighting

Ref: 99/00094/FUL **Decision:** PERFPP **Decision Date:** 16 March 1999
Description: Erection of portacabin type building for use as critical incident training unit

Ref: 99/00185/CIRC **Decision:** PERCRC **Decision Date:** 26 May 1999
Description: Circular 18/84 notification in respect of provision of additional car parking facilities

Ref: 99/00268/FUL **Decision:** PERFPP **Decision Date:** 30 July 1999
Description: Temporary single storey bedroom block with en-suite facilities to accommodate 24 people

Ref: 99/00396/TEL **Decision:** PANRQ **Decision Date:** 8 June 1999
Description: Addition of 3 No. polar antennae to existing mast and telecommunications cabin

Ref: 03/00694/CIRC **Decision:** PERCRC **Decision Date:** 13 August 2003
Description: Provision of additional portacabin at second storey level above existing portacabin

Ref: 04/00867/CIRC **Decision:** PERCRC **Decision Date:** 14 September 2004
Description: Notice of Proposed Development by Government Agency to provide New Sub-station building and switchroom

Ref: 05/00504/CIRC **Decision:** PERCRC **Decision Date:** 22 June 2005
Description: Erection of a new two storey modular building to the rear of the site

Ref: 07/00810/OUT **Decision:** WDN **Decision Date:** 8 August 2007
Description: Outline application for the erection of new community fire station

Ref: 07/00902/OUTMAJ **Decision:** PEROPP **Decision Date:** 15 October 2007
Description: Outline application for the erection of new community fire station

Ref: 07/00914/FUL **Decision:** PERFPP **Decision Date:** 9 October 2007
Description: Construction of urban search and rescue training unit

Ref: 09/00404/OUTMAJ **Decision:** PEROPP **Decision Date:** 19 August 2009
Description: Outline application for the erection of a new community fire station and vehicle appliance facility (renewal of permission 07/00902/OUTMAJ)

Ref: 10/00348/REMAJ **Decision:** PERRES **Decision Date:** 9 August 2010
Description: Reserved matters application for the erection of a new community fire station and vehicle appliance facility

Ref: 10/01044/DIS **Decision:** PEDISZ **Decision Date:** 16 February 2011
Description: Application to discharge conditions attached to planning permission nos. 09/00404/OUTMAJ and 10/00348/REMAJ which permitted the erection of a community fire station

Ref: 11/00238/FULMAJ **Decision:** PERFPP **Decision Date:** 16 June 2011
Description: Proposed redevelopment of Washington Hall Fire Training Centre (part outline and part full application). Outline for the redevelopment of the whole site including long term master plan and full application for proposed road widening, construction of a new urban search and rescue (USAR) building and fleet garage and stores facility

Ref: 12/00162/DEMCON **Decision:** PERDEM **Decision Date:** 23 February 2012
Description: Application for prior determination in respect of the proposed demolition of Washington Hall (the buildings known as Washington Hall within the site)

Ref: 12/00188/FULMAJ **Decision:** PERFPP **Decision Date:** 10 May 2012
Description: Section 73 application to vary conditions 1, 2, 3, 4, 6, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 21, 22, 24, 25, 29, 30, 31 and 32 of planning permission 11/00238/FULMAJ to allow changes to the phasing of the development, an increase in the finished floor level of the Fleet Garage and Stores building, a reduction in the landscaping scheme relating to the Fleet Garage and Stores building and changes to the sustainable resources condition

Ref: 12/00259/DIS **Decision:** PEDISZ **Decision Date:** 19 October 2012
Description: Application to discharge conditions 6 (site investigation), 7 (foul and surface water scheme), 15 (external materials), 17 (hard surfacing materials), 23 (travel plan), 24 (BREEAM), 28 (rhododendron scheme) and 29 (amphibian scheme) of planning permission 12/00188/FULMAJ (for the redevelopment of Washington Hall)

Ref: 12/00576/FUL **Decision:** PERFPP **Decision Date:** 28 September 2012
Description: Erection of 15m high self supporting slim line lattice mast to elevate existing 5m high dipole antenna to a total height of 20m from ground level

Ref: 12/00646/DIS **Decision:** REDISZ **Decision Date:** 18 July 2012
Description: Application to discharge conditions 8 (landscaping implementation), 12 (conformity with approved levels) and 14 (conformity with drainage condition) of planning approval 12/00188/FULMAJ (redevelopment of Washington Hall Fire Training Centre)

Ref: 12/00709/FUL **Decision:** PERFPP **Decision Date:** 11 September 2012
Description: Erection of Urban Search and Rescue Building (amendments to building previously approved as part of permission 12/00188/FULMAJ)

Ref: 12/01140/ADV **Decision:** PERADV **Decision Date:** 25 January 2013
Description: Erection of illuminated sign to new fire station building

Ref: 13/00167/DIS **Decision:** PEDISZ **Decision Date:** 25 April 2013
Description: Application to confirm compliance with condition nos. 3 (Approved Plans), 4 (Drainage), 5 (Ground Surfacing Materials), 6 (External Facing Materials) and 7 (Car Parking) of outline planning permission no. 09/00404/OUTMAJ and condition nos. 3 (Surface Water Drainage), 4 (Remediation), 5 (Bat Mitigation), 10 (Tree Protection) and 11 (Levels) of reserved matters permission no. 10/00348/REMAJ which permitted the erection of a community fire station on the site

Ref: 13/00172/REMAJ **Decision:** PERRES **Decision Date:** 25 April 2013
Description: Application (under S.73 of the T&CPA 1990) for the variation of condition no. 1 (Carrying out development in accordance with approved plans) and condition no. 2 (Approved Plans) of planning permission no. 10/00348/REMAJ

Ref: 13/00554/REMAJ **Decision:** PERRES **Decision Date:** 23 September 2013
Description: Reserved Matters application (for appearance, landscape, layout and scale) for the development of the Fire Service headquarters building

(pursuant to outline permission ref: 12/00188/FULMAJ).

Ref: 13/00561/DIS **Decision:** PEDISZ **Decision Date:** 12 July 2013
Description: Application to discharge condition 8 (materials) of planning permission ref: 12/00709/FUL (which was for the erection of an Urban Search and Rescue Building)

Ref: 13/00728/FULMAJ **Decision:** PERFPP **Decision Date:** 29 October 2013
Description: Application to vary conditions 1, 2, 3, 4, 5, 13, 15, 16, 17, 18, 21, 22, 24, 29, 30, 31, 32 and 33 of planning permission ref: 12/00188/FULMAJ in order to reflect changes to the masterplan and phasing strategy for the site (please refer to submitted Planning Statement).

Ref: 14/00522/REM **Decision:** PERFPP **Decision Date:** 4 July 2014
Description: Reserved matters application specifying the appearance, landscaping, layout and scale, for a proposed staff accommodation block (pursuant to outline permission ref: 13/00728/FULMAJ)

Ref: 17/00761/FUL **Decision:** PERFPP **Decision Date:** 29 September 2017
Description: Retrospective application for siting of 3 no. pre-fabricated cabins for teaching purposes (for a temporary period of 5 years)

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

1. An application for approval of the reserved matters, namely the access, layout, scale, appearance and landscaping of the development, must be made to the Local Planning Authority for the parts of the proposed development hereby permitted in outline (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) before the expiration of ten years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.

Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

2. The part of the proposed development hereby permitted in full (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) must be begun no later than three years from the date of this permission.

Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Any application for the approval of reserved matters for any phase or sub-phase shall be made in accordance with the scope of the approved Masterplan (reference C0371-08 Rev I - Proposed Masterplan - Volume Analysis Figures) in relation to the identified volumes of each building.

Reason: To ensure an acceptable form of development for the site within the parameters of the outline permission.

4. The development hereby permitted shall be carried out in accordance with the approved plans below:

Title	Plan Ref	Received On
Proposed Masterplan - Volume Analysis Figures	C0371-08 Rev I	23 March 2020

Site Location Plan	C0371-SLP	16 March 2020
Proposed Masterplan	C0371-01 Rev P	23 March 2020
Proposed Masterplan New Build	C0371-11 Rev C	31 July 2020
Proposed Site Layout	C0371-05 Rev Q	23 March 2020
Proposed Floor Plan	C0371-02 Rev T	23 March 2020
Proposed Roof Plan	C0371-04 Rev J	23 March 2020
Proposed Elevations and Section A-A	C0371-03 Rev L	23 March 2020
Landscape Proposal	3944.11	31 July 2020

Reason: For the avoidance of doubt and in the interests of proper planning.

5. 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.

6. Any application for the approval of reserved matters for any phase or sub-phase submitted pursuant to the outline permission hereby permitted (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) shall be accompanied by a scheme of landscaping. 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, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform. 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.

Reason: In the interest of the appearance of the locality.

7. Any application for the approval of reserved matters for any phase or sub-phase submitted pursuant to the outline permission hereby permitted (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) shall be accompanied by full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site), notwithstanding any such detail shown on previously submitted plan(s). The development shall only be carried out in conformity with the approved details.

Reason: In the interest of the appearance of the locality.

8. All external facing materials of the approved Fleet Garage extension shall match in colour, form and texture to those on the existing building 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.

Reason: In the interests of the visual amenity of the area in general and the existing building in particular.

9. Any application for the approval of reserved matters for any phase or sub-phase submitted pursuant to the outline permission hereby permitted (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) shall be accompanied by details of car parking provision which shall accord with the Chorley Council Parking Standard. The approved car parking provision shall then be constructed in accordance with the approved details and retained at all times thereafter specifically for this purpose.

Reason: To allow the Local Planning Authority to assess that the site is adequately served by parking and disabled parking and that motorcycle and bicycle parking is sufficiently provided

10. The car park hereby approved in full (as identified adjacent to the Fleet Garage extension on drawing no.C0371-11 Rev C - Proposed Masterplan New Build) shall be implemented, surfaced or paved, drained and marked out all in accordance with the approved plan before the extended building is brought into use. 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

11. Any buildings hereby permitted over 500m² shall be constructed to achieve a minimum Building Research Establishment (BREEAM) standard of 'very good'. Within 6 months of occupation of each building or phase a 'Post Construction Stage' assessment and a Final Certificate shall be submitted to the Local Planning Authority certifying that a BREEAM standard of 'very good' has been achieved for that building or phase.

Reason: In the interests of minimising the environmental impact of the development.

12. No part of the development hereby approved in outline (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) shall commence until a scheme for the construction of the off-site works of highway improvements has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

13. No part of the development hereby approved in outline (as identified on drawing no. C0371-11 Rev C - Proposed Masterplan New Build) shall be occupied until the approved scheme referred to in Condition 12 has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

14. No part of the development hereby approved in outline (C0371-11 Rev C - Proposed Masterplan New Build) shall commence until a timetable for the implementation of the Full Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The provisions of the Full Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.

Reason: To ensure that the development provides sustainable transport options.

15. Remediation works shall take place in accordance with the submitted details and no development shall take place until 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 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

16. The approved development shall be carried out in strict accordance with the method statement and tree protection measures identified within the submitted Arboricultural Impact Assessment and Arboricultural Method Statement. During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.

Reason: To safeguard the trees to be retained.

17. Each reserved matters submission involving the removal of trees shall be accompanied by an ecological appraisal, undertaken by a suitably qualified person, to investigate the potential for bat roosts within the trees to be removed.

Reason: To safeguard bats which are a protected species.

18. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason: Wild birds and their eggs are protected under Part 1 of the Wildlife and Countryside Act 1981, which makes it illegal to kill or injure a bird and destroy its eggs or its nest whilst it is in use of being built.

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

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

20. Each reserved matters submission shall be supported by a surface water drainage scheme. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.