

APPLICATION REPORT – 24/00086/FULMAJ

Validation Date: 6 February 2024

Ward: Buckshaw And Whittle

Type of Application: Major Full Planning

Proposal: Change use of land for storage of commercial vehicles / trucks / parts / plant and machinery (Use Class B8) (retrospective)

Location: Revolution Park Buckshaw Avenue Buckshaw Village

Case Officer: Daniel Power

Applicant: Mr John Lohan

Agent: Mr John Francis

Consultation expiry: 1 March 2024

Decision due by: 7 May 2024

RECOMMENDATION

1. It is recommended that planning permission be approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within Revolution Park, which is allocated as an Employment Site under policy EP1 of the Chorley Local Plan. The site is located on the southern side of Buckshaw Avenue, with access off a roundabout. There is existing warehousing to the west and east of the site with a railway line to the south. To the north of the roundabout, is a residential housing estate accessed by Horseshoe Drive.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. This application seeks retrospective planning permission for the change use of land for storage of commercial vehicles / trucks / parts / plant and machinery (Use Class B8). The site area was largely hardstanding previously, which has been increased in area for the storage of the commercial vehicles. The site is operated by FI Construction Ltd and it is proposed that the storage areas be used for the safe and secure storage of commercial vehicles/trucks/truck parts and plant & machinery, mainly associated with the FICON.

REPRESENTATIONS

4. Representations in objection have been received from 8no. addresses raising the following issues:
 - The development is harmful to the character of the area.
 - Hedges/green screening were removed without permission.
 - The trucks have damaged the road and roundabout.
 - The development would harm neighbouring amenity by noise and disturbance.

- The development would have a harmful impact to the local highway network.

CONSULTATIONS

5. Parish Council The applicants have removed screening and greenery in creating this space without planning permission. Council some conditions for this application to be approved: - requests trees and hedge planting to screen the site from the road - installation of a solid (no loose materials) entrance and exit pad to prevent stones from being taken on to the highway - if the site is not going to be hardstanding, a wheel wash facility needs to be installed to prevent mud from being taken off site and on to the highway
6. CIL Officers This is not a chargeable development for the purposes of the Community Infrastructure Levy. Not CIL Liable
7. Lancashire Highway Services Does not have any objections regarding the proposed retrospective change use of land for storage of commercial vehicles / trucks / parts / plant and machinery (Use Class B8) and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.
8. Environment Agency No comments have been received.
9. Greater Manchester Ecology Unit No ecological information appears to have been submitted with the application. Whilst a part of the site appears to have been hardstanding for several years, the rest of the site appeared to have supported scrub. If any areas of scrub have been impacted by the proposals then it is likely a net loss of biodiversity would have occurred. To compensate for any losses we would recommend that enhancement be provided on the remaining areas of scrub. It is therefore recommended that a management plan be required by condition to this end, to be implemented in full once agreed with the LPA.
10. Network Rail Provided general comments relating to the applicants requirements being close to the live rail network.

PLANNING CONSIDERATIONS

Principle of the development

11. The application site application site is located within Revolution Park, which is allocated as an Employment Site under policy EP1 of the Chorley Local Plan. This policy states that these sites are allocated and protected for business, general industrial or storage and distribution (Use Classes B1, B2 or B8 respectively).
12. Policy EP3 of the Local Plan provides guidance for the development of new industrial storage uses. 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 site is located within an existing commercial business park which, prior to being used for the storage of commercial vehicles, was vacant and undeveloped. The site is located between larger commercial warehousing, with a train line to the south. Given the setting of the application site it is considered the scale of the use and the resultant impact on the character of the area is similar, and is commensurate with the scale of the site and it's surroundings.
 - b) *the site is planned and laid out on a comprehensive basis;*
The proposed development has been designed to fit largely within an existing area of hardstanding that has previously been used for the parking of vehicles, and therefore lends itself to the proposed development without significant alteration or built form.

- c) *the proposal will not prejudice future, or current economic activities within nearby areas;*
The proposal would support a business within the sub region. There is no evidence to suggest that the development would be in any way harmful to economic activity in other areas, given the nature of the activity.
- d) *the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;*
The site covers a large area and provides space for the storage of a large number of commercial vehicles. The operations are of a low intensity given that the vehicles largely remain in situ with no manufacturing or maintenance carried out on the site. As such there is very limited noise and disturbance as the comings and goings from the site are limited.
- e) *the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;*
The site has an existing access from the round-a-bout to the north. The site is located within an established commercial business park, with a number of larger warehouse and commercial buildings therefore the surrounding highways network has been designed to supporting the movement of commercial vehicles.

LCC Highways have confirmed that they do not have any objections regarding the use of the land for the storage of commercial vehicles and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site. They have suggested conditions relating to the access and the internal highway arrangement of the site. The application does not propose any internal highway alteration therefore this condition is not considered relevant.

- f) *the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;*
The application site has some access to public transport with nearby bus services. The site is also accessible to a reasonably large catchment via good walking and cycling routes.
- g) *open storage areas should be designed to minimise visual intrusion;*
The nature of the proposal is such that it results in the open storage of vehicles in its entirety. The site is of such scale that the visual impact of the development cannot be readily mitigated. However, the site is located within an area of large warehousing, within an established business park. A large part of the site was already hard standing, and given the setting of the application site it is not considered that the visual intrusion would be significantly harmful over and above the previous situation or context of the surrounding area.
- 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;*
The wider area within which the application site is located already displays industrial characteristics with large warehouse buildings and security fences and features. While it appears that some hedging or shrubbery may have been removed, there remains trees along the frontage of section of the site. Given the setting and proposed development it is not considered additional landscaping is required.
- i) *on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;*
This site is located within an established business park, as a result no further landscaping is considered necessary.
- j) *the development makes safe and convenient access provision for people with disabilities;*
The application site is level and is accessible for people of all levels of mobility.

- 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;*
No buildings are proposed.
- l) *the proposal will not result in surface water, drainage or sewerage related pollution problems;*
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:*
There is security fencing installed around the site and the vehicles are locked, which is a suitable level of security for the proposed development.

Impact on neighbouring amenity

13. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 -2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development the proposal would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact; and that the proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses
14. Objections have been received from the occupiers of residential properties to the north of the site relating to the visual impact, noise and distance. The application site forms part of Revolution Park, which is allocated as an Employment Site under policy EP1 of the Chorley Local Plan that supports use classes B1, B2 or B8. The closest dwelling taken from the entrance to the site is approximately 80 metres, with a round-a-about between. This round-a-about and road service Revolution Park and the dwellings to the north. Given the existing activity within the surrounding area and distance to the nearest dwelling, it is not considered the proposal would result in significant harm to neighbouring amenity over and above the present situation and in consideration of the strategic allocation of the site.

Ecology and trees

15. Policy BNE9 (Biodiversity and Nature Conservation) of the Chorley Local Plan 2012 – 2026 stipulates that Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced; and that priority will be given to, among other things, protecting, safeguarding and enhancing habitats for European, nationally and locally important species. It is recommended that a condition is imposed requiring biodiversity enhancements of the site.

CONCLUSION

16. The proposed development would not have unacceptable impact on the appearance of the site and in addition there would be no unacceptable detrimental impact on the amenity of neighbouring occupiers. Furthermore, the highway impacts would be limited, whilst there would be some small contribution to economic development within the Borough, and support for a large business within the sub region. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 16/01139/ADV **Decision:** PERADV **Decision Date:** 31 January 2017
Description: Sign A: 2 x illuminated fascia signs - height 2250mm x width 2740mm x depth 300mm Sign B: 1 x illuminated tower sign- height 3000mm x width 1250mm x depth 300mm

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

Title	Plan Ref	Received On
Location Plan	N/A	6 February 2024
Block Plan	N/A	6 February 2024

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

2. Within 3 months of the date of this permission, the part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

3. Within 3 months of the date of this permission, details of a scheme of biodiversity enhancements of the site shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be carried out within 6 months of agreement of the details.

Reason: To deliver biodiversity enhancement measures.