

<b>Item B. 2</b>	<b>05/01152/FUL</b>	<b>Permit Full Planning Permission</b>
<b>Case Officer</b>	<b>Miss Nicola Bisset</b>	
<b>Ward</b>	<b>Pennine</b>	
<b>Proposal</b>	<b>Change of use to car-parking and storage of between 2-4 boats.</b>	
<b>Location</b>	<b>Wheelton Boat Yard Kenyon Lane Heapey</b>	
<b>Applicant</b>	<b>David Hodson Vaughan (Classic Narrow Boats Ltd)</b>	
<b>Proposal</b>	<p>The application is for the change of use of an area of disused land next to Wheelton Boat Yard for use as a car park and storage of between 2-4 boats. United Utilities who had a water pumping station located at the site previously owned the site. This station has since been removed.</p> <p>The proposal incorporates 5 parking spaces with manoeuvring area and an area for boat storage. The site is a triangular area of land measuring 34.5 metres by 38.7 metres by 9.8 metres.</p>	
<b>Planning Policy</b>	<p>DC1- Development in the Green Belt  EM5- Extensions to Rural Enterprises  Policy 7- Parking- Joint Lancashire Structure Plan  PPG2- Green Belts</p>	
<b>Planning History</b>	<p><b>03/00006/FUL-</b> Erection of timber framed storeroom for storage of dry goods in connection with commercial operations. Approved February 2003</p> <p><b>04/00440/FUL-</b> Removal of existing stonewall and erection of 2m high concrete post and panel fence. Refused June 2004 for the following reasons:</p> <p>1) The proposed development would be detrimental to the character and visual appearance of this area by reason of its design, materials and appearance. The proposed development is therefore contrary to policies DC1 and LT9 of the Adopted Chorley Borough Local Plan Review.</p> <p>2) The proposed development would be detrimental to the safety of highway users by reason of its siting and height. The proposed development would therefore be contrary to policy TR6 of the Adopted Chorley Borough Local Plan Review.</p> <p><b>04/01152/FUL-</b> Erection of boundary fence. Approved December 2004.</p>	
<b>Applicant's Case</b>	<p>The applicant has raised the following points in support of the application:</p>	

- As Kenyon Lane is only a narrow lane car parking is a problem especially during the summer months. The use of this small piece of land for car parking would be an asset to the local community and others who use Kenyon Lane for access to the surrounding countryside as it will free up much needed space on Kenyon Lane.
- The Boat yard is well known within the locality and thousands of pounds have been invested over the last 5 years into the boat yard making the area more attractive.
- The proposal is necessary to bring this piece of land back into line with the surrounding area, so as not to remain an eye sore and to free up Kenyon Lane for the use of local residents and tourists alike.

**Representations** **Heapey Parish Council** has concerns regarding the impact of the proposal, both visually and in terms of increased traffic on Kenyon Lane. The Parish Council objects on the grounds of loss of amenity for visitors and residents. They also have concerns about the possible encroachment into the Green Belt.

2 letters of objection have been received from neighbouring residents raising the following points:

- The site is located within the Green Belt and the proposal would have a greater impact on the Green Belt than the present use.
- The proposal involves the maneuvering of vehicles in and out of the area of land, which would create a traffic hazard on the main highway.
- The proposal would generate greater occurrences of vehicular traffic using Kenyon Lane.
- Although the boat yard is a long established business the increase in land area is new.
- The delivery of boats leads to traffic problems on Kenyon Lane.

**Consultations** **British Waterways** has no comments in relation to the proposed development.

**Lancashire County Council's Highway Section** has no objection to the proposal.

**Environmental Services** have no objection to the proposal.

**Assessment** The boat yard business is a long established rural enterprise, which is located in close proximity to the Leeds/Liverpool Canal. The proposal incorporates an extension to this business. Kenyon Lane is a narrow road and parking is restricted in the area. The proposal would allow parking off the highway to the benefit of highway users in the area.

The site is located within the Green Belt where development is strictly controlled. The proposal incorporates further extension into the Green Belt area. United Utilities previously owned the site and a pumping station occupied part of the site. The applicant has submitted a letter detailing the need for the proposal. While

these reasons are not considered in themselves to be compelling very special circumstances in accordance with Policy DC1, the site is relatively small and taking into consideration the previous use of the site it is considered that the impact of the extension on the Green Belt will be minimal. Policy EM5 allows for limited extensions to established industrial or business premises within the countryside providing certain criteria relating to, inter alia, the impact on the character or appearance of the countryside, amenity of residents and traffic are met. The proposal is considered acceptable in terms of Policies DC1 and EM5. It is unlikely, however, that any further expansion into the Green Belt in this location would be considered acceptable.

**Recommendation: Permit Full Planning Permission  
Conditions**

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

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

2. Before any development hereby permitted is first commenced, full details of the surfacing, drainage and marking out of all car park, boat storage area and vehicle manoeuvring areas shall have been submitted to and approved in writing by the Local Planning Authority. The car park and vehicle manoeuvring areas shall be provided in accordance with the approved details prior to first occupation of the premises as hereby permitted. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

*Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR8 of the Adopted Chorley Borough Local Plan Review.*

3. Before the commencement of the development details of a scheme of boundary treatment for the south-eastern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented within 6 months of the date of the approval. Reason: In the interest of the visual amenities of the area, in accordance with Policy EM5 of the Adopted Chorley Local Plan Review and PPG2: Green Belts.

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