

APPLICATION REPORT – 17/00945/FUL

Validation Date: 19 October 2017

Ward: Euxton South

Type of Application: Full Planning

Proposal: Continued use of the garage as an office and use of the associated hardstanding for the storage of vehicles

Location: The Bungalow Dawbers Lane Euxton Chorley PR7 6EW

Case Officer: Amy Smith

Applicant: Mr Steven Wrigley

Agent: Mr Daniel Strode

Consultation expiry: 17 November 2017

Decision due by: 23 January 2018

RECOMMENDATION

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

SITE DESCRIPTION

2. This site is located off Dawbers Lane and comprises land and a former domestic garage currently associated with a detached residential dwelling, known as The Bungalow. To the east of the site is Spring Lea Farm beyond an agricultural access track leading from Dawbers Lane. To the north and west are residential dwellings and land associated with Whiterigg Nurseries is situated to the south.

DESCRIPTION OF PROPOSED DEVELOPMENT

3. Planning permission is sought for the continued use of the garage as an office and the use of the hardstanding for the storage of vans. The application has been submitted as a result of an enforcement investigation. Since then, the scale of the business has been reduced and whilst there was previously a retail element to the business, this has been relocated and the land is now only used for the storage of the vehicles to be sold. There are no sales from the property and no customer visits.

REPRESENTATIONS

4. No representations have been received.

CONSULTATIONS

5. **Lancashire Highway Services** – Have no objection subject to a condition.
6. **Euxton Parish Council** – Have objected to this proposal which is inappropriate development in the Green Belt and which would, if approved encourage other residential

properties in the Green Belt to locate businesses in what should be garden or attached land areas.

7. **CIL Officers** – No comments have been received. However, as the development does not relate to new residential, retail or community uses, it is not considered to be CIL liable.

PLANNING CONSIDERATIONS

Principle of development

8. This site is located within the Green Belt and the National Planning Policy Framework (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.
9. Paragraph 90 of the Framework identifies that the re-use of buildings is not necessarily inappropriate development in the Green Belt, provided the buildings are of permanent and substantial construction and the proposal preserves the openness of the Green Belt.
10. 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.
11. Policy BNE5 of the Chorley Local Plan 2016-2026 reflects the guidance set out in Paragraph 90 of the Framework that the re-use of previously developed sites in the Green Belt will be permitted, provided that:
 - a) It does not have a greater impact on the openness of the Green Belt and the purposes of including land within it; and
 - b) The development respects the character of the landscape and has regard to the need to integrate the development with its surroundings, and will not be of significant detriment to features of historical or ecological importance.
12. The conversion of the garage, which is a permanent and substantial building and would not require any additions or extensions is considered acceptable and in accordance with the Framework.
13. The area where the vehicles are stored is currently a gravelled hard surface. The proposed fencing and gates are to be 2m in height and are, therefore, to be erected utilising permitted development rights and do not require planning permission. Given that the site is already hard surfaced, the relatively secluded nature of the site and the level of screening, it is not considered that there would be any greater impact on the openness of the Green Belt than currently exists.

Impact on residential amenity

14. Policy EP4 of the Chorley Local Plan 2016-2026 is clear that new small scale employment development (Use Classes B1, B2, B8, A1, A2), will be permitted in areas where housing is the principal land use provided there would be no detriment to the amenity of the area in terms of scale, character, noise, nuisance, disturbance, environment and car parking.
15. The application site is located within close proximity to the boundary of the residential dwelling at 1 Southport Road. The vehicle storage area would be adjacent to this shared boundary and so there is a possibility that the movement of vehicles could have detrimental impact on these neighbours (current and future) by reason of noise and disturbance. The boundary is marked by a 2m high solid timber fence which would mitigate, to a degree, any impact on these neighbours by reason of light and noise. In addition to this, the number of vehicles to be stored on the site and the hours of operation of the business can be restricted by condition to further mitigate this impact. On this basis, it is considered that the use of the land for the storage of vehicles is acceptable.

Highway safety

16. The site would be accessed from the existing access points on Dawbers Lane. Drawings have been provided with a swept path analysis to show how vehicles can enter the site, manoeuvre and leave the site in a forward gear to ensure highway safety is not compromised. LCC Highways have no objections regarding the proposed vehicle storage subject to a condition ensuring that the site is laid out in accordance with the proposed site layout plan. Subject to this condition, it is not considered that the proposed development would have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

CONCLUSION

17. It is recommended that planning permission is granted.

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.

RELEVANT HISTORY OF THE SITE

Ref: 15/00332/CLPUD **Decision:** PERPUD **Decision Date:** 11 June 2015
Description: Siting of mobile home as ancillary accommodation within the garden curtilage

Ref: 79/01128/FUL **Decision:** REFFPP **Decision Date:** 21 March 1980
Description: Erection of a bungalow

Ref: 78/00178/OUT **Decision:** REFOPP **Decision Date:** 12 June 1978
Description: Outline application for bungalow

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	1183-PL01A	26 September 2017
Proposed Site Layout	1183-PL03A	26 September 2017

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

2. There shall be no more than 10 vehicles stored on the site at any one time.

Reason: In the interests of the amenity of the area and adjoining and nearby residential properties.

3. The use hereby permitted shall only operate between 08:00 and 19:00 hours on Mondays to Fridays, between 09:00 and 17:00 hours on Saturdays and not on Sundays or Bank or other National Public Holidays.

Reason: In the interests of the amenity of the area and adjoining and nearby residential properties.

4. Within 1 month of the date of this decision, the site shall be laid out in accordance with the approved Proposed Site Layout Plan, reference 1183-PL03A to ensure that vehicles can enter and leave the site in a forward gear. The approved site layout shall be maintained as such thereafter.

Reason: In the interests of highway safety.