

APPLICATION REPORT – 21/01017/FUL

Validation Date: 20 August 2021

Ward: Coppull

Type of Application: Full Planning

Proposal: Industrial development comprising 17no. 'start up' units (Use Classes B2 and B8)

Location: Blainscough Works Blainscough Lane Coppull Chorley PR7 5HT

Case Officer: Mike Halsall

Applicant: Mr Jason Millar, Douglas Valley Breakers Ltd

Agent: Mr Bob Margerison, LMP Ltd

Consultation expiry: 23 September 2021

Decision due by: 10 December 2021 (Extension of time agreed)

RECOMMENDATION

1. It is recommended that planning permission is granted, subject to conditions.

SITE DESCRIPTION

2. The application site is located within the Green Belt, off Blainscough Lane in Coppull. The site covers approximately 0.5 hectares of a larger, roughly triangular shaped, area of developed land known as Blainscough Works. The site has been in use in association with the applicant's vehicle repair shop, located on land to the south of the application site, which was granted planning permission in 2008 ref. 08/00540/COU for a change of use from haulage yard/vehicle maintenance facility to vehicle storage yard/dismantling facility.
3. Further south east is an industrial site, which has most recently been used as an aggregate screening yard and involves the storing and crushing of waste materials. This site was granted planning permission in April 2021 for the erection of four industrial buildings, ref. 21/00178/FUL.
4. The site to the south west has planning permission for the extension of an existing industrial building on the site to form 5no. new units in B2 use ref. 20/00573/FUL.
5. Land to the north, east and west is mostly open countryside, with the latter being the subject of a recent planning appeal / Inquiry into the refusal of outline planning permission ref. 20/01399/OUTMAJ for the erection of up to 123 dwellings and other associated development. The playing pitch, car park and clubhouse for Coppull United Football Club are located to the north east.

DESCRIPTION OF PROPOSED DEVELOPMENT

6. The planning application seeks planning permission for the erection of 17no. single storey 'start-up' industrial units (Use Classes B2 and B8) which would allow them to be used for general industrial uses, storage and distribution. Each unit would cover an area of

approximately 47 square metres which would provide a total built area of approximately 910 square metres, arranged into three blocks, one smaller than the other two.

7. The units would have a personnel door and either a roller shutter entrance door or window depending on the use of the unit. Each unit would have a WC for employees and the building group would be of a lean-to design and constructed in metal cladding.
8. The information submitted in support of the proposal explains that the units are designed for people that have start-up companies and have outgrown their garages. Further information is provided later within this report.

REPRESENTATIONS

9. Representations have been received from three individuals citing the following (summarised) grounds of objection:
 - Section 2.9 of the supporting statement submitted with the application is incorrect as the access proposed for the 123no. dwellings ref. 20/01399/OUTMAJ is from the Grange estate, not Blainscough Lane
 - Inadequacy of Blainscough Lane
 - Traffic congestion
 - Insufficient number of proposed parking spaces
 - Noise and disturbance from vehicles entering / leaving the site
 - Littering from vehicles
 - Pedestrian safety
 - Blocked drains from dirt and dust from the road
 - Poor visibility exiting Blainscough Lane onto Preston Road
 - Blainscough Lane should be widened with road markings and a stop sign at its joining with Preston Road
10. A representation has been received from one individual, making comments neither in support nor objecting to the proposal, as follows (summarised):
 - Concerned about people parking outside his house on Preston Road making it difficult for him to safely exit his driveway. Requests that the road have double yellow lines painted.

CONSULTATIONS

11. Coppull Parish Council: Have responded in support of the proposal.
12. Lancashire Constabulary: Have responded to suggest a number of security measures that should be incorporated into the development with a view to prevent crime. Such measures include avoiding recessed areas in the units, preventing easy roof access and the installation of specific gates, fencing and CCTV. The response has been issued to the applicant and can be included within an informative note on any grant of planning permission for the proposed development. Where appropriate, the requirements will be incorporated into planning conditions attached to any grant of planning permission for the proposed development.
13. Lancashire County Council Highway Services (LCC Highway Services): Have responded with no objection to the proposal and are of the opinion that the proposed development would not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.
14. Greater Manchester Ecology Unit: Have advised that as the site is primarily hardstanding, there are unlikely to be any ecological issues. They are satisfied that no further information is required with regards to protected species as a pond to the north has recently been surveyed as part of a proposed development on adjacent land. No great crested newts were found. Conditions have been recommended to be attached to any grant of planning

permission for the proposed development relating to protecting nesting birds, an invasive plant species survey, protection of an adjacent brook and the implementation of biodiversity enhancement measures.

15. Regulatory Services - Environmental Health: No comments have been received.
16. Waste & Contaminated Land: Have no objection.
17. Council's Tree Officer: Have commented that the proposal is unlikely to have any significant impact on the off-site trees that surround the site.
18. Lancashire Fire and Rescue Service: No comments have been received.
19. United Utilities: Have responded to state that as the proposed development is not proposed to communicate with the public sewer network, they have no comments.

PLANNING CONSIDERATIONS

Principle of development

20. The application site is located within the Green Belt. Section 13 of 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.
21. Green Belt serves five purposes:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
22. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 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.
23. Paragraph 149 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 such exemption is listed at paragraph 149(g) of the Framework:
 - limited infilling or the partial or complete redevelopment of previously developed 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.
24. It is not considered that the proposal relates to infilling as it would not take place between existing buildings. It could however be viewed as the redevelopment of previously developed land.
25. Policy BNE5 criteria (d) of the Chorley local Plan 2012-2026 states that in the case of redevelopment of previously developed land in the Green Belt '*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.'

26. The application site falls outside of the red-edged boundary relating to planning permission ref. 08/00540/COU for the change of use to a vehicle storage yard/dismantling facility, which is located to the south of the application site. The supporting statement submitted with the planning application identifies that the site has been used for many years for storing scrap cars in association with the aforementioned approved use and asserts that the site should be classed as previously developed land. In support of this contention, appended to the supporting statement is a letter from the Council's then enforcement officer, dated 28th March 2007, which states that the land which forms the application site is land as part of the original sites work and as such the continued use of the land for the storage of materials associated with the treatment of waste materials would not require planning permission. A review of historic aerial photography appears to support the applicant's view that the site has been used for a continuous period in excess of 10 years for the same use. It is considered that without any evidence to the contrary, on the balance of probabilities the use of the site for the storage of scrap vehicles is lawful and the site therefore falls within the definition of previously development land as outlined within Annex 2 to the Framework.
27. Whilst the test for whether proposals such as this are appropriate in the Green Belt relates to the impact on openness, it is important to note that the Framework contains no specific definition of 'openness'.
28. It is considered that in respect of the Framework that the existing site 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 application site does not justify any new buildings. The new buildings must also not "have a greater impact on the openness of the Green Belt".
29. Whether the new buildings have a greater impact on openness is a subjective judgment which is considered further below. To engage with the exceptions of paragraph 149 of the Framework, which is reflected in policy BNE5 of the Local Plan, 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 application site. The Court of Appeal has confirmed that the openness of the Green Belt has a spatial aspect as well as a visual aspect¹.
30. The existing site contains no built development, although it has a lawful use for the storage of scrap vehicles which will have an impact upon the openness of the Green Belt, the level of which will vary depending upon how many cars are stored on the site at any particular time. Aerial photography appears to indicate that at times the vast majority of the site has been covered by scrap cars. The proposal would add permanent built volume to the site beyond the existing buildings to the south in a more open position within the wider site. This would detract from the openness of the site both visually and spatially, compared to the current situation. This harm is however considered to be limited as the site is not visible from surrounding public vantage points due to vegetation to the site perimeter, the buildings would be single storey at approximately 5m in maximum height and they would only cover approximately one fifth of the total site area. The proposal could be seen as a complete redevelopment of the site but there would be a greater impact on openness as there are no buildings on-site at present.
31. For the above reasons, it is concluded that the proposed development would not preserve the openness of the Green Belt and hence the proposal would amount to inappropriate development in the Green Belt.
32. As previously noted, inappropriate development is, by definition, harmful to the Green Belt and should not be approved, except in very special circumstances. When considering any

¹ Turner v SSCLG & East Dorset Council [2016]

planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. '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.

33. In light of the above, an assessment needs to be made as to whether there is 'any other harm' caused by the development that needs to be added to the harm caused by its inappropriateness.

Is there any other harm?

Industrial development

34. Policy EP3 of the Chorley Local Plan 2012-2026 states that, '*Proposals for new business, industrial and storage and distribution uses, including extensions to existing premises, will be permitted if they satisfy the following criteria:*
- a. They are of a scale and character that is commensurate with the size of the settlement;*
 - b. The site is planned and laid out in a comprehensive basis;*
 - c. The proposal will not prejudice future or current economic activities within nearby areas;*
 - d. The proposal will not cause unacceptable harm, eg noise, smells to surrounding uses;*
 - e. The site has an adequate access that would not create a traffic hazard or have an undue environmental impact;*
 - f. The proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;*
 - g. Open storage areas should be designed to minimise visual intrusion;*
 - 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;*
 - i. On the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;*
 - j. The development makes safe and convenient access provision for people with disabilities;*
 - 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;*
 - l. The proposal will not result in surface water, drainage or sewerage related pollution problems; and*
 - m. The proposal incorporates measures which help to prevent crime and promote community safety.*
35. The following sections of this report demonstrate that the proposed development is consistent with the provisions of Policy EP3.

Design, impact on the character and appearance of the locality and visual impact

36. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states:

'Planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development 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.'

37. The proposed development comprises functional buildings, smaller in scale than those on the wider site, specifically scaled and designed to meet the requirements of start-up businesses. The proposed units would complement other recently approved uses on the wider industrial estate. As previously noted, the site is not visible from surrounding public vantage points due to vegetation to the site perimeter. Locally, the appearance of the site would be improved significantly through the removal of the existing scrap cars and redevelopment into a modern industrial complex. As such, the proposal would have a positive visual impact on the site itself and no notable impact to the surrounding area. The

proposed development is, therefore, considered to be in conformity with policy BNE1 of the Chorley Local Plan 2012-2016 with respect to its design and visual impacts.

Impact on neighbours

38. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, noise, overshadowing, or by creating an overbearing impact.
39. The nearest residential properties to the site are located on Blainscough Road, approximately 100m to the north east and Blainscough Hall, located approximately 130m to the south west. It is considered that noise and disturbance from the site would be limited and would likely be lesser in magnitude than that of the existing site as the majority of activity would be contained within the units, rather than in the open air as currently. The location of the site some distance from the nearest residential properties, the nature of the proposed development and the boundary vegetation would make any unacceptable impacts upon the living conditions of the occupants of these properties extremely unlikely.

Highway safety

39. The proposal would utilise the existing access from Blainscough Lane. The proposal has been considered by Lancashire County Council as the Highway Authority (LCC Highway Services) for the borough.
40. Blainscough Lane is an unadopted private street along which runs a public right of way which runs through the west of the larger industrial estate. This lane has been used for haulage and industrial use for many years and the proposed 17no. units are not a significant increase in the volume of vehicular traffic.
41. Based on the car parking recommendations in the Chorley Local Plan Policy ST4 and appendix A, LCC Highway Services are of the opinion that the applicant has provided adequate off-road parking provision for the proposed development.
42. It is recommended that secure and covered cycle storage is provided with a minimum of six secure cycle spaces to support social inclusion and promote sustainable forms of transport.
43. LCC Highway Services have suggested planning conditions be attached to any grant of planning permission for the proposed use in relation to the marking out of parking areas and the provision of cycling facilities.
44. It is noted that there have been neighbour objections with regards to highway safety and the suitability of Blainscough Lane. There is an error in the submitted supporting statement, as identified by one neighbour response, as the proposed access to the housing scheme currently subject to a planning appeal would be from Grange Drive and not Blainscough Lane.
45. It is not considered that the proposal would result in a significant increase in the number or type of vehicle movements associated with the wider industrial estate using Blainscough Lane. The proposal would not give rise to an unacceptable increase in traffic, pedestrian / highway safety concerns or any associated creation of dust / mud blocking drains, littering or noise from vehicles. Further, the proposed level of parking at the site accords with Chorley Local Plan Policy ST4. As such, it is concluded that the proposal is acceptable in terms of highway safety and parking.

Ecology

46. Policy BNE9 of the Chorley Local Plan 2012 – 2026 explains that biodiversity, geological heritage and ecological network resources will be protected, conserved, restored and enhanced.
47. The Council's ecology advisor has reviewed the proposal and confirmed it is acceptable in ecological terms, subject to conditions and informative notes being attached to any grant of planning permission. This shall include the provision of mitigation to compensate for the

loss of vegetation to enable the construction of the access road, protection of the Brook during construction and protecting nesting birds. The proposed development is considered to be in conformity with policy BNE9 of the Chorley Local Plan 2012-2016.

Public rights of way

48. Public rights of way run within the western section of the larger industrial estate and down Blainscough Lane. This lane has been used for haulage and industrial use for many years and the proposed 17no. units would not result in a significant increase in the volume or nature of vehicular traffic. The proposal is considered acceptable in relation to the footpath and would not result in a notable increase in risk to pedestrian safety.

Drainage

49. The hierarchy for disposal of surface water from new developments is outlined within National Planning Practice Guidance as follows:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

50. The proposed drainage strategy is for surface water flows to be directed to an existing watercourse and for foul water to be managed by a package treatment plant.

51. As the proposed method for surface water drainage is not the most sustainable option of the above hierarchy, a drainage strategy will be required to demonstrate that infiltration to ground is not a viable option in this location. Details of the proposed package treatment plant will also be required. The above can be submitted to the local planning authority for approval as part of suitably worded planning conditions to be attached to any grant of planning permission for the proposed development.

Sustainable resources / energy efficiency

52. Policy 27 of the Core Strategy seeks to incorporate sustainable resources into new development through a number of measures. The proposed development is within the threshold category of criterion b of the policy which requires either additional fabric insulation measures or appropriate decentralised, renewable or low carbon energy sources are to be installed and implemented to reduce CO2 emissions by a minimum of 15%. This is in addition to achieving a BREEAM 'very good' rating for energy efficiency.

53. Suitably worded proposed conditions would secure the development in terms of sustainable resources. The proposed development is, therefore, considered to be in conformity with policy 27 of the Core Strategy.

Other harm to the Green Belt

54. It is not considered there is additional harm from technical matters that could not be overcome via the imposition of appropriate conditions.

55. Therefore, there needs to be very special circumstances sufficient to outweigh the harm to the Green Belt caused by the inappropriateness of the development.

Applicant's Case for Very Special Circumstances

56. Any material consideration can be considered to weigh in favour of a development but a judgment must then be made as to whether they are very special and secondly whether they are sufficient to outweigh the harm caused by inappropriateness and any other harm to the Green Belt. It is worth noting that a number of factors, none of them "very special" when considered in isolation, may when combined together amount to very special circumstances.

Are there any material considerations in favour of the development?

57. The applicant's agent has put forward a case for very special circumstances within the supporting statement submitted with the planning application and subsequent information relating to the demand for this type of development, as summarised below.

- The application site is well screened by mature vegetation on its western, northern and eastern boundaries. As a result, there are no long views of the site and therefore the proposed development would not result in any harm to the landscape.
- At present the site is of a poor appearance with scrap vehicles located throughout the site. The proposed development of industrial units and a formal road layout with a service yard would significantly improve the appearance of the site.
- The proposal would complement the neighbouring existing industrial development located to the south and south west of the site. The development of the application site would round off the existing industrial estate.
- The previous planning permission for industrial units located to the south of the site is a significant material consideration. The current application is a similar proposal in that the proposal is for industrial development on previously developed land and represents an infill proposal.
- The site is previously developed land and does not exhibit any characteristics of open countryside which is in stark contrast to the land located to the north and east of the site. The proposal would not be harmful to any of five purposes of including land in the Green Belt.
- The proposal would provide a significant level of industrial development comprising 17no. small units which would be wholly suitable for local companies.
- The proposal would have no impact on the nearest residential properties, the closest houses to the site being Bernhey House and Blainscough Hall.
- The proposal would be for the re-use of a brownfield site, which is supported in Paragraph 119 of the Planning Framework which states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- The proposal would meet a significant need for B1/B2 employment use in Chorley, in particular Coppull as it is defined as an Urban Local Service Centre in the Central Lancashire Core Strategy (Policy 1), where some growth and investment is encouraged. Although the site sits just outside of the settlement boundary, the Framework is clear at paragraph 84 that in order to support a prosperous rural economy, planning decisions should enable the sustainable growth and expansion of all types of business in rural areas, including through well-designed new buildings. Paragraph 85 of the Framework goes on to state that planning decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements. Importantly, this paragraph concludes that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- Overall it is considered that the application site represents an opportunity for industrial development at this location through the re-use of a previously developed site. The new industrial units will make a notable contribution to the local economy through the provision of high-quality industrial buildings which will create new employment opportunities and allow new businesses to locate to this established industrial area.
- The Directors of the application company have over thirty-five years' experience in and around the Standish area having traded in those areas including Coppull for that length of time. This has included the old Heinz head office in Standish. The unit was converted into nine, 500sq.ft units in 2012 and units were rented out in 2013. Also Douglas Mill in Standish which was acquired in the year 2000 which was redeveloped into sixty 500 sq.ft units which were rented out within a week.

- The units are designed for people that have start-up companies and have outgrown their garages. Many young people rent the units when they have left college and university and struggle to get jobs and start up a small business based on their experience and qualifications they have attained. We have had a varied array of companies from engineering design companies, Printers through to people designing new types of blinds.
 - The Covid-19 pandemic has increased demand for such units with people being furloughed or losing their jobs wanting to start a new business and need an affordable unit to do this.
58. Following a request by the case officer for further evidence of the demand for this type of facility in the Coppull / Chorley area, the applicant appointed a specialist planning consultant who submitted a letter which identified:
- The Council's Business Engagement Officer had been contacted and he confirmed that the Council is marketing the Alker Lane commercial development for let and sale which includes similar units to that currently proposed. The units have been pre-let and there has been a lot of interest in them.
 - Details of the Council's business grants that are available for existing businesses to relocate to Chorley. The consultant asserts that this shows the desire of the Council to attract businesses to Chorley.
 - A rightmove search was undertaken of the Chorley area plus 1 mile and only the Council's Alker Lane site comes-up (based upon similar sized units).
 - The consultant's response is supported by two letters from the operators of two commercial sites which have gained planning permission with the last few years for new units – Guest House Farm and Ashlea Farm in Euxton. The consultant states they have let/pre-let all units and there are waiting lists for the units. This occurred without marketing having taken place. Both wish to expand in the future to keep-up with demand.
59. Further to the above, the applicant ran a Facebook advert for a 500 sqm unit in the Coppull area at £300/ month (he has stated he charges £75 week) and received almost 80 messages within a few hours.

Do these factors amount to very special circumstances?

60. A careful balancing of material considerations needs to be applied to the application.
61. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. On the other hand, the Framework expects planning decisions to recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements. The Framework states at paragraph 85 that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
62. Although the factors identified earlier within this report are accepted to be circumstances that weigh in favour of the proposal, it needs to be considered if they amount to very special circumstances. '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.
63. Some of the circumstances provided by the applicant identify an absence of an impact, e.g. upon residential amenity. The absence of a negative impact is not considered to represent a benefit weighing in favour of the proposal. A strong national or regional economic benefit on the other hand can be judged to be a very special circumstance that may override green belt policy.
64. There is clearly a strong demand locally for the type and size of units being proposed, not just within Coppull, but across the district. That said, whilst it is considered the proposal would undoubtedly have an economic benefit to the area, it is not considered this could be classed as very special in isolation. It would not be of a sufficient magnitude and is an argument that could quite readily be repeated elsewhere in the borough on a different site.

That said, one must also weigh into the balance the other aspects of this particular site, such as its location adjacent to existing industrial uses, its extensive boundary screening and the existing use of this previously developed site as a scrap yard. The proposal would complement other recently approved uses on the wider industrial estate and the appearance of the site would be improved significantly through the removal of the existing scrap cars and redevelopment into a modern industrial complex. When these aspects are weighed alongside the economic benefits of the proposal in providing much needed start-up units, they comfortably outweigh the environmental dimension from Green Belt harm of the proposed industrial units. Very special circumstances therefore exist sufficient to clearly outweigh the harm that would be caused by reason of inappropriateness.

Community Infrastructure Levy

65. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

66. The proposed development is inappropriate development in the Green Belt and, therefore, harmful by definition. The factors put forward as very special circumstances are considered to outweigh the harm to the Green Belt by reason of its inappropriateness. The proposal would therefore comply with The Framework and the application is recommended for approval.

RELEVANT HISTORY OF THE SITE (main site)

Ref: 89/00503/FUL **Decision:** REFFPP **Decision Date:** 19 December 1989
Description: Open storage on approx 1.0 hectares of open land

Ref: 91/00117/FULMAJ **Decision:** REFFPP **Decision Date:** 9 July 1991
Description: Use of land for hardstanding and associated landscaped mounding and creation of senior football pitch

RELEVANT HISTORY OF THE SITE (access road)

Ref: 80/00742/FUL **Decision:** PERFPP **Decision Date:** 29 September 1980
Description: Building (70' x 200') to house heavy duty vehicles

Ref: 89/00714/FUL **Decision:** PERFPP **Decision Date:** 26 September 1989
Description: Office extension

Ref: 96/00708/COU **Decision:** WDN **Decision Date:** 6 January 1998
Description: Retention of additional use of industrial unit for coal packing distribution and storage containers/plant

Ref: 96/00709/COU **Decision:** PRRRTF **Decision Date:** 9 October 1997
Description: Retention and re-cladding of industrial unit and siting of storage container for vehicle repairs and maintenance,

Ref: 96/00710/COU **Decision:** WDN **Decision Date:** 24 February 1998
Description: Retention of porta cabin, change of use to building material storage and boundary treatment

Ref: 97/00902/FUL **Decision:** REFFPP **Decision Date:** 4 November 1998
Description: Operational development involving the siting of portacabins for office accommodation for haulage company

Ref: 99/00199/COU **Decision:** REFFPP **Decision Date:** 28 April 1999
Description: Construction of covered work areas and change of use to concrete casting including storage of pre-cast concrete products

Ref: 01/00763/CLEUD **Decision:** PEREUD **Decision Date:** 31 July 2002
Description: Application for a certificate of lawfulness for the storage and treatment of waste materials for the purpose of recycling

Ref: 03/00366/FUL **Decision:** PERFPP **Decision Date:** 10 July 2003
Description: Demolition of existing unit and erection of steel portal frame unit

Ref: 03/00824/TPO **Decision:** REFTRE **Decision Date:** 29 September 2003
Description: Removal of willow tree and crown raising of trees covered by Tree Preservation Order No. 4 (Coppull) 1984,

Ref: 05/00822/FUL **Decision:** REFFPP **Decision Date:** 10 October 2005
Description: Erection of 20m street works telecommunications mast and associated equipment,

Ref: 08/00540/COU **Decision:** PERFPP **Decision Date:** 23 July 2008
Description: Change of use from haulage yard/vehicle maintenance facility to vehicle storage yard/dismantling facility

Ref: 09/00251/DIS **Decision:** PEDISZ **Decision Date:** 22 June 2009
Description: Application to discharge conditions attached to 08/00540/COU

Ref: 20/00573/FUL **Decision:** PERFPP **Decision Date:** 19 August 2020
Description: Erection of extension to existing industrial units

Ref: 21/00178/FUL **Decision:** PERFPP **Decision Date:** 12 April 2021
Description: Erection of 4no industrial buildings (Use Class B2) with associated parking areas

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

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Title	Plan Ref	Received On
Location Plan	21/056/L01	20 August 2021
Proposed Site Plan	21/056/P02	20 August 2021
Proposed Beehive Units - Units 1-8 & 11-17	21/056/P03	20 August 2021
Proposed Beehive Units - Units 9 & 10	21/056/P04	20 August 2021

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

3. The external facing materials, detailed on the approved plans and the planning application form, 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.

Reason: To ensure that the materials used are visually appropriate to the locality.

4. Before any building hereby approved is brought into use, the car parking and vehicle manoeuvring areas identified on plan ref. 21/056/P02 shall be surfaced or paved, drained and marked out all in accordance with the approved plan. 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.

5. No goods, plant or materials shall be deposited or stored in the open on any part of the site.

Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.

6. A scheme for the landscaping of the development and its surroundings shall be submitted prior to any works taking place above DPC level of any of the approved buildings. These details shall include the types and numbers of trees and shrubs to be lost to enable the construction of the access road and those 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, proposed finished levels, and means of enclosure. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area and should demonstrate a net gain in the biodiversity value of the site and include the provision of at least two bird boxes.

In terms of the methods of enclosure, a 2m high Security Rated (SR) weld mesh fencing system should be installed along the perimeter of the scheme, including at the side and rear of the individual units, without creating gaps underneath. A Loss Prevention Standard (LPS) Issue 8 certified fence and post system to C5 Rating for example, will protect against deliberate forced entry using a wide selection of commonly available, relatively easily concealed tools for up to 5 minutes. Vehicular and pedestrian entrance gates or an effective access control system should be incorporated into the site entrance. The design, height and construction of the lockable/access control gates within the perimeter fencing system should match that of the adjoining fence and not compromise the overall security of the boundary. This would restrict unauthorised pedestrian and vehicle access into the site when closed.

All hard and soft landscape works shall be carried out in accordance with the approved details within 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: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design and a reduction in crime.

7. No development approved by this permission shall be commenced until a scheme for the conveyance of foul drainage to a private treatment plant has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason: To prevent pollution of the water environment.

8. No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. 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.

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

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

10. The buildings hereby permitted shall be constructed to achieve a minimum Building Research Establishment (BREEAM) standard of 'very good'. Within 6 months of occupation 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.

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

11. Secured covered cycling facilities to be provided in accordance with a scheme to be approved by the Local Planning Authority and the cycling facilities to be provided in accordance with the approved plan before the use of the premises hereby permitted becomes operative and permanently maintained thereafter.

Reason: To allow for the effective use of the cycle parking areas the promotion of sustainable forms of transport and aid social inclusion.

12. 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.

13. 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.

14. No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide details of the measures to be employed to ensure the adjacent brook is not subject to pollution during construction work.

Reason: To protect the watercourse from pollutants, sediment and run-off.

15. Prior to any earthworks taking place, a survey for invasive plant species including himalayan balsam will occur and the findings supplied to and agreed in writing by the Local Planning Authority. If any invasive species are present a method statement detailing avoidance, control and eradication measures should also be supplied to and agreed in writing by the Local Planning Authority, prior to any earthworks taking place.

Reason: Species such as Himalayan balsam are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981, as amended. It is an offence to introduce or cause to grow wild any plant listed under this schedule.