

Planning Supporting Statement

Retrospective planning application to reinstate former single storey unit 7 as a car washing and valeting facility.

Land off Squires Gate Lane, Blackpool. FY4 3RN

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Planning Supporting Statement

This statement is made in support of a retrospective planning application submission to Blackpool Borough Council for the re-instatement of a single storey former unit 7 for use as a car wash and valeting facility at Squires Gate Industrial Estate, Squires Gate Lane, Blackpool. FY4 3RN

1 Site Location

1.1 The application site is located within the industrial estate situated off Squires Gate Lane, Blackpool. There was a significant footprint of an existing single storey lean-to extension building that has been demolished and replaced.

2 Recent Planning History

2.1 So far as can be ascertained, there is no recent or relevant planning history. It is very clear however, that the site is located within the existing industrial estate that is long established. There are no adjacent land uses that are compromised or prejudiced by the application proposal.

3 Background and Application Proposal

3.1 The applicants have purchased the site and have placed thereon a single storey building that they use for the washing and valeting of motor vehicles. They have already submitted the application which is registered 21/0126, the case officer being Bethany Thornton.

3.2 In essence the applicants wish to continue with the business on the site which will comprise the following:

- The retention of the single storey building as built which is approximately 224 sq metres in area.
- The use of the premises as a car washing and valeting facility
- The vehicles will be driven in to the building, washed, valeted and then driven out by their owners, there will be no parking of vehicles on the premises at any time; a planning condition can be imposed to this effect.
- Vehicular access can be taken from two points; however, the current arrangement is that cars are driven into the facility at the western end of the building, washed and valeted and then driven out of the eastern end directly onto the industrial estate road where visibility is excellent in both directions; a planning condition to control this arrangement is acceptable.
- At the present time, the hours of opening are Monday-Sunday 0900-1800; the applicant/agent is more than happy to discuss this element with the case officer if deemed necessary.

3.3 It will be noted that the new building required supporting the use is of a contemporary design and commensurate with the vast majority of industrial buildings on the estate. The materials are equally compatible.

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- 3.4 Plans prepared by Younus Khan and referenced 3452/01 set the scale and context of the proposal both in terms of existing and proposed footprint, siting, massing and external appearance.

4 The Development Plan

- 4.1 In preparing this statement, full regard has been made to the relevant policies in the Adopted Core Strategy and in particular, those that fell to be considered in the range of recent planning approvals. Current Government advice contained in the National Planning Policy Framework has also been considered. It is respectfully considered that the following Development Plan Policies are the most relevant against which to assess the merits of the proposal:

Blackpool Local Plan Part 1-Core Strategy (adopted 2016)

Policy CS3 Economic Development and Employment

Policy CS7 Quality of Design

National Planning Policy Framework (NPPF)

Chapter 2 achieving sustainable development

Chapter 6 Building a strong competitive economy

Chapter 8 promoting healthy and safe communities

Chapter 9 promoting sustainable transport

Chapter 11 making effective use of land

Chapter 12 achieving well designed places

5 Blackpool Core Strategy Assessment

Policy CS3-economic development

- 5.1 The application site is located within a long established industrial estate. This estate forms a clear part of the overall strategy for the creation of employment opportunities with the Borough as a whole.
- 5.2 The site, held on a long lease by the applicants is previously developed and brownfield; the extent of this curtilage is very clearly identified on site and likewise in the submitted plan/s prepared by Younus Khan. Within this specific area, the applicants removed a lean-to industrial building that was not fit for purpose and replaced it with the building as shown in the submitted plans/s.
- 5.3 The applicants have created a small business that they have invested heavily in in terms of development costs. This development/business has generated at least four permanent

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employment opportunities locally. The development has utilised all existing services/infrastructure and is therefore wholly sustainable in every respect.

- 5.4 The whole enterprise is sustainable in every regard in the same way that all the other industrial/commercial activities must be within the existing industrial estate! The proposal will have no adverse impact upon the overall implementation of policy CS3 section 1 (a)(b)(c). The proposal accords with the policy and key statement.

Policy CS7-Quality of Design

- 5.5 The application site is within an established industrial estate. The buildings thereon are all functional, of an appropriate design and fit for purpose. The applicants have erected a building that is contemporary in terms of its form, scale and massing, with the vast majority buildings within the estate. In terms of design, again this sits comfortably on site, it is not dominant, it is subordinate to the adjacent building and the roof line is entirely appropriate and proportionate. The materials used on the external walls and roof are again entirely appropriate to the site and the surrounding area. It is respectfully submitted that the proposal meets the tests set down in policy CS7 section 1 (a-h inclusive)

Transport and Highway Safety

- 5.6 The applicant has total control over the site curtilage. The access into the wash facility can be taken from the entrance to the building on the western elevation; the vehicles are driven in, washed and valeted and then driven out by the owners and away from the site; there is no on-site parking of any vehicles; further, all transactions are undertaken within the building. A planning condition can be imposed in this regard. It is considered that there can be no highways concerns raised by the proposal; highway safety is not compromised.

Policy CS3-Employment

- 5.7 The proposal will introduce an entirely appropriate form of development to the site. Further, the proposal has generated 4 new employment opportunities locally. In this regard, the proposal meets the tests set down in this policy.

6. National Planning Policy Assessment (the Framework)

- 6.1 In the interests of completeness, this section considers the most relevant policies at the national level; it is a fact that polices at the national and local level overlap in a consistent and positive way certainly insofar as they relate to the proposal contained in this detailed submission now before the planning authority. Therefore, it is not the intention in this supporting statement simply to reiterate, in this section, what is said at the national level and how the proposal complies therewith.
- 6.2 It is considered that the proposal is in accord with the principles set down in Chapter 2 of the Framework. The proposal is sustainable and no matter how small the enterprise, and the framework is silent on this matter, the development will contribute to building a strong competitive local economy.

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- 6.3 Likewise, the proposal is clearly allied to the local planning authority's overall strategy for creating business and employment opportunities and also supporting business growth and the local economy. In this regard, the proposal sits comfortably within the objectives set down in chapters 6 and 8 of the Framework.
- 6.4 The application site is clearly previously developed and brownfield. The use will therefore be making effective use of land within the existing industrial estate.. The scheme has been carefully thought through in terms of footprint, massing and external appearance having particular regard to what was on site and its location.
- 6.5 In the context of the National Planning Policy Framework, it is submitted that the proposal is entirely in accord with the aims and objectives of the Framework and the proposal will neither prejudice nor compromise these objectives.

7. Planning Conditions

- 7.1 The applicant will accept planning conditions that meet the test set down in the relevant circular with regard to the imposition of planning conditions. It would be acceptable to impose a planning condition to the effect that there will be no external parking of vehicles. Whilst the applicants have indicated the current hours of operation, they are happy to discuss this specific element with the case officer.

8. Conclusions

- 8.1 This application submission seeks to secure retrospective planning consent for the use as described in the detailed planning application, supporting statement and other relevant documents. It is respectfully submitted that the proposal meets the tests set down in both the adopted Development Plan and The Framework.

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