

# **Design and Access Statement**

**In Support of a Planning Application for**

**Single-storey extension with mezzanine to existing storage building to create a retail unit (Use Class E(a)), and erection of workshop building (Use Class B2), with new carparking area in the existing yard**

**119 Garstang Road Claughton-On-Brock  
Preston Lancashire PR3 0PH**

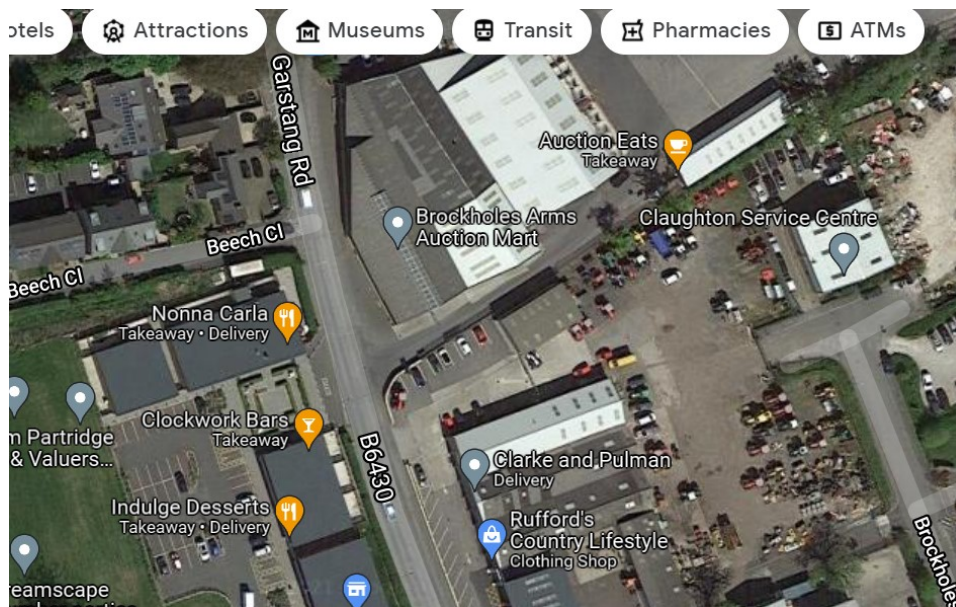
**Clarke & Pullman Ltd  
13<sup>th</sup> September 2021**

## Site Description and Location

The site is located on Garstang Road in Claughton on Brock, within an existing employment area. The site is owned by the Clark and Pullman Group and currently consists of the following, under sui generis use:-

- Clarke & Pulman Workshop
- Clarke & Pulman Shop
- Rufford's Shop
- Clarke & Pulman Store
- Garstang Tyre Services
- Car parking and yard.

Garstang Tyre Services and the three retail units front Garstang Road with the Clarke & Pulman Workshop to the rear and the Clarke & Pulman store within the yard. The Clarke & Pulman Shop occupies two retail units and sells a wide range of goods including tools, electric fencing, lawnmowers, strimmers, leaf blowers and protective equipment as well as a range of power tools. The third retail unit is occupied by Rufford's (part of the Clarke & Pulman Group) for the sale of country clothing, wellies, boots and toys.



Google image of existing site

## Proposed Development

The proposal is to extend the existing Clarke & Pulman Store by way of single storey extension to the front with mezzanine floor to be used by Rufford's shop. This would leave the existing Rufford's Shop available for the Clarke & Pulman shop to expand into.

A new workshop building (B2 use) is also proposed to the rear of the existing yard for repairs, maintenance and preparation of machinery on site.

### **Relevant Planning History**

21/00133/FULMAJ | Single-storey extension with mezzanine to existing storage building to create a retail unit (Use Class E), and erection of workshop building (Use Class B2), with new carparking area in the existing yard - refused

17/00914/FULMAJ | Rear extension and external alterations including new roof and use of premises as altered for a mix of uses (sui generis), including warehousing, retail sales and workshops with associated office space and car parking and formation of new vehicle access - permitted

04/00547/FUL | Subdivision of existing barn to provide 2 units, change of use of Unit 1 to A1 or B1 office uses/retail and change of use of Unit 2 to B1 uses – permitted

97/00780 | Use of land for hard standing for storage of agricultural machinery/parts - permitted

### **Policy**

The site is in an existing employment area designated by the Wyre Local Plan and as such Policy EP2 applies.

EP2 provides:-

- 1. Within the main Existing Employment Areas as defined on the Adopted Policies Map, planning permission will be granted for development in Use Classes B1, B2 and B8.*
- 2. Where the Employment Area is located within countryside areas outside defined settlement boundaries, proposed development must be of a scale and nature appropriate to the countryside location.*
- 3. Planning permission will also be granted for an appropriate range of supporting uses, including cafes / canteens, crèches, and gyms provided that:*
  - a) The scale of such uses, and their location and arrangement within the employment area, means that they will primarily serve those employed in that area; and*
  - b) There would not be a significant or unacceptable reduction on the type, quality or quantity of employment land supply.*
- 4. Proposals which are not directly supported by 1, 2 or 3 above will only be granted planning permission where it is clearly demonstrated that:*
  - a) The development is of a scale that is required to secure the development of a wider site which safeguards or provides B1, B2 and B8 uses; or*
  - b) It is for a commercial use as a car, bathroom, kitchen or conservatory showroom; and*

- c) There would not be an unacceptable reduction on the type, quality or quantity of employment land supply; and*
- d) The development will not prejudice the long term operation of the area for employment purposes.*

Policy EP8 deals with Rural Economy

- 1. The Council will support proposals to help diversify the rural economy including proposals for the provision of digital infrastructure in the rural areas of the Borough.*
- 2. The expansion of existing businesses within countryside areas will be supported where it meets the requirements of the Core Development Management Policies and where it is demonstrated that:*
  - a) The scale and nature of the activity is not detrimental to the rural character of the area;*
  - b) Any new building and supporting infrastructure is necessary.*
- 3. Sustainable development which enhances the diversity of recreational opportunities and visitor attractions in rural areas will be supported.*

Policy EP5 - Main Town Centre Uses  
Sequential Test

- 3. Planning permission for new retail development outside the Primary Shopping Areas of town centres and in the district, local and neighbourhood centres as identified on the Adopted Policies Map, or for other main town centre uses outside defined centres will only be granted if the following criteria are met:*
  - a) The development is specifically supported by another policy in the Local Plan; or*
  - b) It is demonstrated that no sequentially preferable site is available which includes being available within a reasonable timescale to accommodate the development; and that in discounting any sequentially preferable site, the developer / operator has applied a sufficiently flexible approach to their requirement in respect of scale, format and car parking provision.*
- 4. Where an edge or out-of-centre development is justified under this policy, preference will be given to accessible sites which are well connected to an existing town centre; and appropriate measures will be required to maximise connectivity between the development and the centre.*

The Wyre Local Plan must promote sustainable development the requirements of which are set out in Policy SP2:-

- 1. All development should contribute positively to the overall physical, social, environmental and economic character of the area in which the development is located.*

2. *All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility.*
3. *Where there is any conflict between environmental, economic and social objectives, development proposals will be required in the first instance to seek to incorporate solutions where all objectives can be met.*
4. *In order to deliver sustainable communities the Local Plan includes policies and proposals which:*
  - a) *Facilitate economic growth including in the rural areas;*
  - b) *Maintain the vitality of all town, district and local centres;*
  - c) *Ensure housing provision to meet the needs of all sections of the community;*
  - d) *Facilitate the provision of strategic and local infrastructure and services;*
  - e) *Maximise the use of previously developed land;*
  - f) *Ensure accessible places and minimise the need to travel by car;*
  - g) *Maximise the use of existing infrastructure and services;*
  - h) *Reduce and manage flood risk;*
  - i) *Protect and enhance biodiversity, landscape, cultural heritage and green infrastructure assets;*
  - j) *Achieve safe and high quality designed local environments which promotes health and well-being.*
5. *Development proposals must not compromise the Borough's ability to improve the health and well-being of local residents.*
6. *Development proposals must demonstrate how they respond to the challenge of climate change through appropriate design and by making best use of resources and assets, including the incorporation of water and energy efficiency measures through construction*

The proposal for the new workshop falls under B2 use so would be acceptable under the policy.

Retail Use E(a) does not comply with policy EP8. However, the principle of retailing on this site was established in 2004 under planning permission 04/008547 for a change of use of Unit 1 to A1 or B1 uses.

The retail uses proposed are existing and expansion is required to facilitate economic growth. The retail uses compliment the industrial uses of the site and the selling of specialised equipment and goods would not be appropriate into a town centre location.

## **Principle of Development**

### Impact of the development on the character of the area

The site is in an existing employment area and the design of the new buildings include pitched roofs in keeping with the existing buildings on site. The proposed retail unit is of single storey height. The proposed workshop is relatively high however it is adjacent to other large buildings. It is considered

that the proposal will not have a detrimental impact on the character of the area.

#### Impact of development on residential amenity

The site is within an employment area with employment uses on all sides. It is considered that the proposed buildings would be of sufficient distance from residential properties to not impact upon them or cause any overlooking.

A noise impact assessment accompanies this application which summarises a "low adverse impact".

#### Impact on the local highway network and parking

##### *CDMP6 Accessibility and Transport*

*1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:*

*a) Land safeguarded for transport and highway improvements in the Local Transport Plan, Fylde Coast Highways and Transport Masterplan and any other scheme or strategy by the Highways Authority and Highways England is not compromised;*

*b) Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;*

*c) Safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a proposal site would be provided;*

*d) Appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's standards set out in Appendix B unless it is demonstrated to the satisfaction of the Local Planning Authority in consultation with the Local Highways Authority that different provision is justified taking into account local circumstances;*

*e) Where appropriate, access by public transport is catered for either by providing for bus access into the site where appropriate, or by ensuring that safe and convenient access exists to the nearest public facility;*

*f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;*

*g) The needs of people with disabilities and older people are fully provided for, including those reliant on community transport services;*

*h) Developments adjacent to or affecting railway lines, including resulting in a material increase or change of character of the traffic using a rail crossing of a railway, should ensure that there will not result in an adverse impact on the operational safety of the railway network; and*

*i) Corridors which could be developed as future transport routes (e.g. disused railway lines) are not prejudiced.*

*2. Development which includes parking provision shall also make appropriate provision where practical for standard charge Electric Vehicle Recharging (EVR) points.*

*3. Where a development has an adverse impact on the existing highway network, developers or operators will be required to provide or contribute to*

*such works to the transport network, including sustainable travel measures as are necessary to mitigate these impacts.*

*4. Where the above requirements can only be satisfied through the undertaking of off-site works the cost of these shall be borne by the developer.*

*5. Development which would attract large numbers of people on a regular basis or generate significant amounts of movement will be required to be supported by a Travel Plan setting out the measures that the developer, either alone or in conjunction with neighbouring uses, shall adopt to reduce reliance on the use of the private car for journeys to and from the site.*

There is existing car parking at the front of the site. Whilst some of this will be lost to the extension of the storage unit, it is proposed to provide 25 parking spaces to the rear of the site, plus cycle parking. Access to the site will still be from Garstang Road with the existing gates removed to provide access to the rear car park. It is anticipated that the additional car parking will be sufficient for both the retail use and the warehouse use.

A swept path analysis accompanies this application which shows a sufficient turning area for HGVs and access to the service doors. All goods vehicles will enter the site from the rear entrance on Brockholes Way.

### Flooding and Drainage

The site is located in Flood Zone 1 (Low Risk). The Council's drainage engineer had no objection to the proposals under application 21/00133/FULMAJ.

### Ecology

The site is within a SSSI impact zone. Natural England were consulted under application 21/00133/FULMAJ who had no comments to make. It is therefore considered that there is no impact on any important habitats.

### **Landscaping**

The site is affected by Wyre BC TPO No 2 of 1970: Land Preston-Lancaster Old Road, Claughton. (Preston - Lancaster Old Road, Claughton). The relevant trees sit on the boundary of the property and will not be affected by the proposed works.