

# Planning Statement

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Unit 3

Furness Drive

Poulton-Le-Fylde

Lancashire

FY6 8JS

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**Proposal:** Change of use from storage unit (B8) to hand car wash and tyre centre with valeting bay (Sui Generis).

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## 1.0 INTRODUCTION

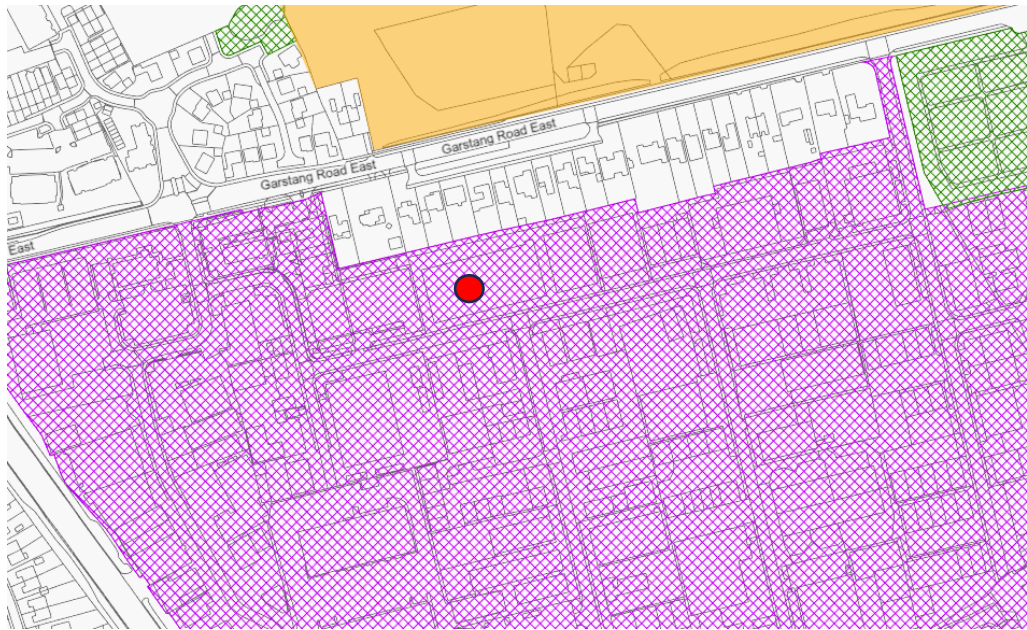
- 1.1 This planning statement is submitted by 'Planning Management Ltd' on behalf of the applicant 'RYR Wash Limited' who are seeking planning consent for the building at Unit 3, Furness Drive, Poulton-Le-Fylde, Lancashire. The building is currently vacant and was last used in 2022 for storage by 'Meakin Logistics'. Previous to this it was used for the storage of products by 'Eclipse', a building contractor.
- 1.2 It is important that the Council maintains a broad portfolio of sites so that potential investment is not lost to the Borough's economy due to lack of suitable sites. Existing employment areas and sites are an important source of employment in the Borough and can often come under pressure to be redeveloped for a higher value end use. This can have implications for businesses and jobs in the Borough. It is therefore important that employment areas and sites are protected from loss to other forms of development either through the redevelopment of individual sites or through the incremental loss of sites in larger employment areas.
- 1.3 In some cases, the presence of employment uses within a mainly residential area can create problems with amenity for residents. In other cases, an existing site is not suitable for the requirements of modern businesses and unlikely to be brought into beneficial employment use. In those circumstances redevelopment may be appropriate.

## 2.0 SITE AND SURROUNDINGS

- 2.1 The application site relates to a central unit (Unit 3) which is part of large warehouse/storage building subdivided into five individual units. The building is constructed of red brick with a steel clad dual pitched roof. Its external appearance is typical of modern industrial/storage buildings.
- 2.2 The building is positioned within Poulton Industrial Estate off Furness Drive. Parking is currently provided for 7 vehicles in front of the building, further parking for staff is provided to the rear. The front elevation of the building consists of large glazing and a roller shutter, a separate pedestrian access door, and small windows. The northern rear elevation includes a large shutter door. Access to the rear yard area is provided between the buildings gable elevations which all connect/lead to Furness Drive. The building is single storey in height and provides 584sqm of floor space.
- 2.3 The surrounding area to the south consists of similar large warehouses of differing heights, designs and materials as part of the wider Poulton industrial estate. There are also a number of commercial units nearby which help support the functions of this large dedicated employment area. To the north of the proposed unit are the gardens and backs of detached residential properties positioned along Garstang Road East.
- 2.4 The Councils Proposals Map shows that the site is positioned within the settlement boundary, and more specifically within the 'Existing Employment Area' of Poulton Industrial Estate.



**Above:** The site is located on Furness Drive within Poulton Industrial Estate and surrounded by warehouses, storage and industrial uses.



**Above:** The Proposals Map shows the site located within Settlement Boundary and Existing Employment Area of Poulton Industrial Estate (Purple Hatching).



**Above:** Image above shows the front elevation of the building with its large glazed opening and shutter, separate pedestrian door, and parking area adjacent.

### **3.0 PROPOSED DEVELOPMENT**

- 3.1 The applicant is applying for planning permission to change of use of the existing storage unit (B8) to a mixed use including a hand car wash with valeting bays, and tyre fitting centre (Sui Generis). Externally, there would be minimal changes to the building itself, the only external change would be the removal of the large glazed window to the front elevation in order for vehicles to enter the unit. The large external shutter along the front elevation would be retained.
- 3.2 Internally, again there would be minimal changes where the existing large office located to the front of the building would be removed to allow vehicles to enter the unit. The proposed building would be re-arranged to provide a Tyre display area, a store room, and toilets along the western elevation of the unit, whilst a tyre office, tyre store room, a small bin store, and kitchen area would be located along the eastern side elevation of the building.
- 3.3 In terms of the car wash, vehicles would enter from the front and would be stationed centrally of the building on a dedicated washing bay which would include a silt trap and interceptor. A one-way system is created where vehicles would leave from the roller shutter opening to the rear and where they can re-join Furness Road. Tyre Changing Bays and Valet Bays would be positioned along the eastern side wall of the unit.
- 3.4 Five car parking spaces would be retained to the front of the building with staff car parking provided in the yard area. Access would remain from Furness Drive.
- 3.5 The opening times proposed are Monday – Saturday 9am to 6pm, and Sundays and Bank Holidays 9am – 5pm.
- 3.6 There are no trees or bushes on site.

#### **4.0. INVOLVEMENT**

- 4.1 No formal pre-application advice in this instance has been sought from the Council given the small scale of the development. The scheme put forward is an acceptable proposal providing quality storage in this area.
- 4.2 Paragraph 39 of the NPPF states;
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”
- 4.3 This planning Statement has been submitted as part of this planning proposal to provide a reasoned justification of the proposal using local and national planning policy and guidance.
- 4.4 The issues of Highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration in the assessment below.

## 5.0 HISTORY

5.1 A history check has been undertaken which has revealed no planning history for the site.



## 6.0 RELEVANT PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

6.2 The Wyre Local Plan (2011-2031) was adopted in February 2019. It is an important corporate document that sets out the strategic framework for development in the Borough, the policies which will form the basis for determining planning applications and sets out how it will meet our future economic and social needs of all our communities to 2031 in a manner that protects the environment that defines Wyre Borough.

6.3 The following Local Plan policies have relevance to the proposal:

POLICY SP1 – DEVELOPMENT STRATEGY

POLICY SP2 – SUSTAINABLE DEVELOPMENT

POLICY CDMP1 – ENVIRONMENTAL PROTECTION

POLICY CDMP3 – DESIGN

POLICY CDMP6 – ACCESSIBILITY TRANSPORT

POLICY EMP2 – EXISTING EMPLOYMENT AREAS AND SITES

### NPPF (2023)

6.4 The NPPF clearly states ‘that the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). Paragraph 10 confirms that ‘in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development’.

6.5 Paragraph 11 states that a presumption in favour of sustainable development is at the heart of the NPPF. It goes on to say that ‘for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay;

or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.6 Paragraph 85 of the NPPF states:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”.

6.7 Paragraph 87 of the NPPF states that Planning policies and decisions should: recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

6.8 Paragraph 128 of the NPPF states:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.

6.9 Paragraph 135 of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

6.10 Paragraph 115 of the NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.11 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government

is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

#### 6.12 National Planning Practice Guidance (NPPG)

The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

## 7.0 ASSESSMENT

### Principle

7.1 The unit and proposed uses would be located within the defined settlement boundary. Policy SP2 of the Councils Local Plan is relevant and which states 'All development should contribute positively to the overall physical, social, environmental and economic character of the area in which the development is located' and 'All development in Wyre should be sustainable and contribute to the continuation or creation of sustainable communities in terms of its location and accessibility'.

7.2 Policy EP2 of the Local Plan states that;

1. Within the main Existing Employment Areas as defined on the adopted Policies Map, planning permission will be granted for development in use class B1 (now part of class E(g)), B2 and B8, and;
  
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.

7.3 The proposed site is allocated as being within an 'Existing Employment Area'. One most significant employment locations in Wyre is Poulton Industrial Area, a mixed employment area with a variety of building types and uses. It is situated to the east of the town centre and to the south of Garstang Road. This is an area where flexible employment space alongside support services can support entrepreneurship.

7.4 Policy states that existing employment space will be retained for B2/B8 uses, however the policy does go on to provide flexibility for uses which would primarily serve those employed in the area, and there would not be a significant reduction in employment land supply.

7.5 It should be noted that the tyre fitting service and valeting service would be B2 uses, and therefore it would only be the car wash itself that would be a Sui Generis Use, however it is argued that the uses overall would provide employment in the area and would complement the existing industrial estate. It is considered most

users of the proposed services would be people working within and visiting the industrial area, and therefore the proposal is considered to be a supporting use.

- 7.6 In addition to the above, there are a number empty and available units within Poulton Industrial Estate, and the proposed development would make use of a site which needs investment and one that needs bringing up to a good standard. The investment would bring the site to a better and suitable functional use which has been empty for at least 1.5 years.
- 7.7 The proposal would provide a good quality accessible service for local workers and motorists which is much needed in this inner urban area. It would enhance the character of the area by making good use of existing land, it would consider the needs of the surrounding businesses, protect the surrounding built environment and provide jobs within walking distance and reducing the need to travel long distances to other areas.
- 7.8 The effect on residential amenity by reason of noise or other nuisance would be minor given its location amongst other noise generating uses. It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety and Amenity are further discussed in the relevant section below.
- 7.9 In respect of part of the above policies, the area is predominantly industrial use and the proposed use of the unit would be amongst the wider industrial estate. The proposal is not therefore considered to have a negative impact on the character of the area and functions of the 'Existing Employment Area'. The site is also located in a sustainable area with good access and facilities and which makes efficient use of the land whilst delivering an appropriate use for the site providing employment to local people.
- 7.10 In light of the above it is considered that the principle of providing a tyre fitting service, car wash and valeting service is acceptable in Principle.

#### Amenity

- 7.11 Policy CDMP1 states that;
1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:
    - a. Will be compatible with adjacent existing uses or uses proposed in this plan and it would not lead to significant adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to

noise, vibration, odour, light, dust, other pollution or nuisance, Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;

- 7.12 It has already been established above that the Principle of providing a mixed employment at the site is considered acceptable. The surrounding area is established as mixed use, and the proposal would therefore be in keeping with existing land uses around the area. It is however important to ensure that the proposal would not impact unduly on matters such as noise and other pollution effects, with regards given to the impact of the development upon existing surrounding properties.
- 7.13 In relation to noise, it should be acknowledged that there would be some noise from neighbouring commercial land uses as well as from road noise. However, the sites current lawful use is for storage. Due to its previous use which would have been less intensive, the proposed use is considered to create more noise and comings and goings from the unit.
- 7.14 However, when considering the limited opening hours which would be typical working hours, the location of the unit within an industrial area, and that most of the noise would be generated to the front of the site, it is not considered that noise from jet washes, power drills etc would have a significant impact on the residential noise receptors to the north of the site along Garstang Road East. Furthermore, there is a 2.5m high acoustic fence between the industrial building and the residential dwellings to the north which would further reduce the amount and noise nuisance which reaches those properties.
- 7.15 The current building envelope would not change, as such the building would not impact on neighbouring properties in terms of overshadowing, overlooking and overbearing.
- 7.16 The proposed development would provide a good vehicle service that would be expected to be provided for businesses and individuals within this area. The proposal would be compatible with the density and character of the surrounding development.
- 7.17 In light of the above, it is considered that the development would provide a good quality Employment use in this current vacant building, so as to protect neighbouring occupiers from any excessive levels of noise, overshadowing and/or loss of privacy and overbearing impact. The application is therefore acceptable in this respect and would meet with the expectations of local policies along with the relevant requirements of the National Planning Policy Framework.

### Design

- 7.18 Policy CDMP3 (Design) goes onto state that ‘All development will be required to be of a high standard of design and appropriate to the end use. Innovative design appropriate to the local context will be supported and will be expected to demonstrate an understanding of the wider context and make a positive contribution to the
- 7.19 Paragraph 135 of the revised National Planning Policy Framework states that ‘decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’.
- 7.20 The property externally would retain most of its features. The only change would be the opening up of the front elevation window so vehicles can gain entry into the internal car wash area and tyre fitting bays. There are similar large openings on neighbouring buildings, therefore the proposed change would not appear out of character in this location and particularly to this large building.
- 7.21 The external changes are therefore considered acceptable and in accordance with the mentioned local and national planning policy and guidance.

### Highways

- 7.22 **Policy** CDMP6 (Accessibility Transport) states that ‘1. Development will be permitted provided it meets the requirements of the Core Development Management Policies and it has been demonstrated that:
- 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;
  - f) Measures are included to encourage access on foot, by bicycle and public transport and reduce car reliance;

- 7.23 The Councils Parking Standards does not provide a specific number of spaces required for the proposed mixed use development, however, for ease, a B2 'General Industry' standard has been used, this advises that 1 parking space per 45 sqm of floor space should be provided. It is noted that this is a maximum standard. As such, given the Gross internal floor space of 584sqm, 13 parking spaces should be provided as part of the development.
- 7.24 The proposed plans show 2 car parking spaces would be lost to the front of the site due to the opening of the access door, however 5 car parking spaces would still be retained to the front. In addition, 7 car parking spaces would be retained to the back of the building along the northern boundary, this would mainly be used by staff and valeting use where cars would be parked for customers to pick up.
- 7.25 Although the proposed development does not meet the parking standards and is 1 short, this is a maximum standard, and other factors should be taken into consideration. The building is located in an area outside the town centre however the area has good transport links lying south of the A586 Garstang Road East. There are several bus stops at both junctions of the access road into the Industrial Estate from Garstang Road.
- 7.26 The site is also easily accessible by walking and cycling. Cycle stands would be provided within the building for the safe storage of cycles and to encourage alternative forms of transport to and from the site for staff.



**Above:** Image above shows the parking spaces in front of the proposed building and industrial make up of the area with significant manouvering space if and when required.



- 7.27 Access and deliveries would remain to be provided from the highway of Furness Drive, similar to existing. The one way system for all the uses within the site would limit conflict and aid flow through the site. Given the location of the site it is not considered that the site would be overly intensive where there would be a negative impact on the surrounding highways. Substantial space is provided within the building for cars to que for the car wash if and when required, which is anticipated to be limited.
- 7.28 No large vehicles would be used as part of the development. The parking provided would be sufficient provision for a development of this size in a location as sustainable as this (close to the main town centre and major bus route); as such the proposed 12 parking spaces are justifiable.
- 7.29 It is not expected that this proposal would impact negatively upon the surrounding highway network.
- 7.30 Bin storage would be provided within the building and would be wheeled out on collection days, similar to existing.
- 7.31 Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The proposed development as demonstrated would be in accordance with Policies of the Local Plan and the NPPF where the proposal would not have a severe cumulative impact to warrant refusal of the application.

## **8.0 CONCLUSION**

8.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide a good quality Employment Use which would bring a positive contribution into the local area of Poulton and its industrial area without creating a significant detrimental impact on the amenity of the local occupiers and residents.