

**Application Number** 07/2020/00860/FUL

**Address** 367 Brindle Road  
Bamber Bridge  
Preston  
Lancashire  
PR5 6AP

**Applicant** Mr Chadwick

**Agent** Mr Andrew Cowley  
50 Merlin Grove  
Leyland  
PR25 1DA

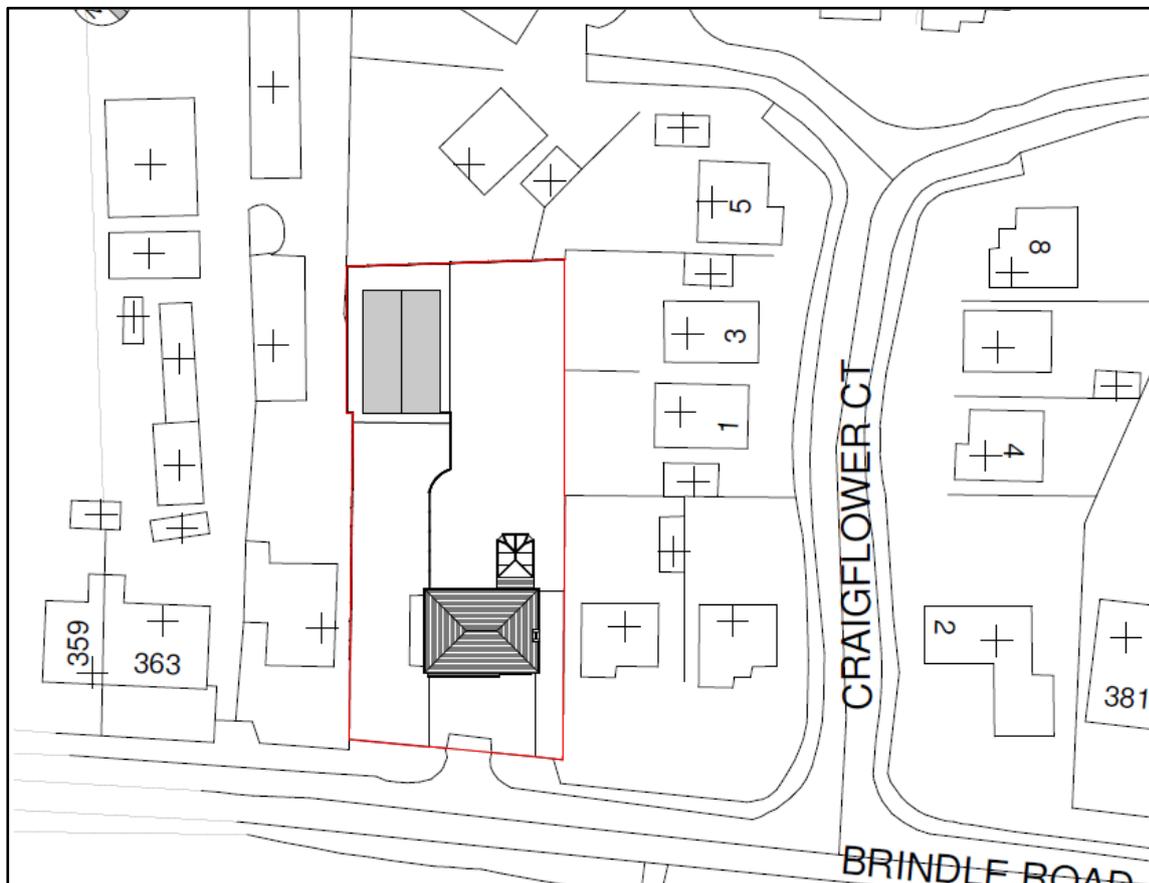
**Development** Retrospective application for the change of use of part of the domestic curtilage, the erection of a detached building to be used as a workplace and the raising of boundary fences

**Officer Recommendation** Refusal

**Officer Name** Mrs Janice Crook

Date application valid 16.11.2020  
Target Determination Date 11.01.2021  
Extension of Time

**Location Plan**



## **1. Report Summary**

1.1. The application has been called to planning committee for determination by the local ward councillor due to concerns raised by neighbouring residents over the use of the building as an office and assembly of circuit boards, introducing a mixed use of office and industrial process and due to the size of the building.

1.2. There are no objections from consultees to the proposal but a number of objections have been received from neighbouring residents in terms of traffic, use and scale of the development. On consideration of the proposal it is officer's view that the development introduces an industrial process with associated increase in traffic into what is a residential area, to the detriment of residential amenity and the character and appearance of the area. Therefore, the application is recommended for refusal.

## **2. Site and Surrounding Area**

2.1 The application relates to the residential property 367 Brindle Road in Bamber Bridge. The property is located in mainly residential area with residential properties to the north and south. Beyond to the north is a railway line. To the west is the Walton Summit Employment Area and to the east is an area of Green Infrastructure with the M61 motorway beyond.

## **3. Planning History**

3.1 There is some planning history dating back to the 70's which is not relevant to this application. In respect of the dwelling, the planning history is as follows:

07/1990/1030 Two Storey Side Extension. APV 16/01/1991

07/2004/1065 Conservatory to rear APV 05/11/2004

07/2018/7134/HPD Application for prior approval for single storey rear extension.

## **4. Proposal**

4.1 The application is retrospective for the erection of a detached building to be used as a workplace and the raising of the boundary fences to 2.4m.

4.2 The building measures 12m long by 7.5m wide and has a pitched roof over with a ridge height of 4m. The building is to be used as an office and for the assembly of circuit boards use class E(g). It will be constructed in grey steel profile sheeting to walls and roof with roof lights and a steel roller shutter door and pedestrian door to the main front elevation.

4.3 The proposal also includes the raising of the boundary fences to the northern and eastern boundaries to a height of 2.4m

## **5. Summary of Publicity**

5.1 Neighbouring properties were notified with 23 letters of representation being received. Eleven were objecting to the proposal on the following grounds:

### **Traffic and Parking**

- Does not comply with policies in Local Plan with regard to access, parking and servicing
- Vehicles leaving do not leave in a forward gear
- Five vehicles parked on small driveway to right of the property but this is illegal as no dropped kerb
- Large HGV vehicles and vans park on the road
- Vehicles park partially on pavement causing highway safety issues for pedestrians and neighbours exiting their driveways
- Insufficient parking for number of employees and visitors

- Increase in traffic and parking on the road reduces visibility
- Noticeable increase in traffic to and from the building, unreasonable in a residential area
- Vehicles arrive at 7am
- there are many vehicle deliveries each day and sometimes there are deliveries from HGV vehicles.
- the applicants workers and delivery drivers park their vehicles with two wheels on the footpath from 369 Brindle Road and 367 Brindle Road where there is a blind spot with no sight line down the road towards the railway crossing
- Contrary to policy F1 as vehicles would not leave the building in a forward gear, but they would have to reverse out onto Brindle Road,
- Applicants have three vehicles of their own plus two vehicles of workers which make five vehicles, they do use a small drive way on the right of the property, however this is illegal and in contravention of road law as there is no dropped kerb.

### **Residential Amenity**

- Adversely affects the amenity of nearby residents
- Size and scale should be subservient to scale of any replacement outbuilding
- Building is unnecessarily high for its use
- Loss of light and overshadowing to surrounding homes and gardens
- Size of building very close to rear garden
- Building is very imposing and overbearing
- Building dominates views from neighbouring gardens New fence erected but does not hide the building
- Proposal impinges on the privacy of several neighbours and their enjoyment of their private gardens
- Proposal impacts upon the residential amenity of the surrounding properties and it is not acceptable
- Proposal is contradiction of the surrounding residents Human Rights Act which states that a person has a right to a peaceful enjoyment of their possessions which includes the home and land,
- This development if approved will have a serious negative impact on our standard of living and quality of life.
- The applicant has shown no respect for the surrounding neighbours or the Law of the Land.

### **Character and Appearance of the Area**

- Not in keeping with the character and appearance of the area
- Huge commercial factory siting in residential back garden
- Building constructed in materials that do not fit in with the residential area
- Large industrial unit sandwiched between residential properties

### **Noise and Disturbance**

- Unacceptable noise from frequent deliveries and pickups at the site
- Workers play music that is too loud, this will be worse in summer when doors are open
- Noise pollution
- Constant humming noise

### **Nature Conservation**

- No consideration has been given to nature conservation – nesting birds at time of tree felling or bat roosts at time of building demolition
- Trees, plants and foliage have been uprooted to make way for this monstrosity.

### **Flooding**

- Expanse of tarmac on what was previously a permeable stone drive and increase of size of building on what was permeable grass will increase run off and flooding in surrounding area

### **Other Matters**

- Advertising signs were put up on the building and on the driveway pillar which read INDUSTRIAL CONTROL SYSTEMS, this is a large company, this application should be refused permission and told to use an existing industrial unit on Walton Summit.
- Will affect the retail value of the property
- Complete lack of consideration for the planning process
- Sets an unacceptable precedent in the borough
- Statement says business will be relocated after current pandemic. How would this be secured? Building could be sold as a separate business premises.
- There is an industrial estate across the road, applicant could have taken up one of the many available units on this estate
- Very concerned that, although prior planning permission was not sought for this development, construction work has continued with large air conditioning units installed and manufacturing now routinely taking place. Owners of 367 Brindle Road are confident of obtaining retrospective planning approval because there has been no pause in their activity
- The letter informing residents of the retrospective planning application describes the building as “a detached building to be used as a workplace” which understates the industrial and manufacturing unit
- No scrutiny has been undertaken regarding:
  - the demolition of the previous building;
  - environmental impact;
  - regulatory requirements for a company with employees;
  - application of any specific conditions prior to construction;
  - appropriateness of change of use to manufacturing in an established residential area;
  - physical and emotional well-being and welfare of neighbours impacted by the development.
- This is a commercial enterprise in a residential back garden.
- There are at least four people working in this large obtrusive building which looks totally incongruous in a residential landscape.
- The original double garage was demolished and replaced by a much larger industrial building, clearly intended to be run as a business
- The work, completed over several months, was very distressing and added to the anxiety of older neighbours who are already suffering from the constraints of the pandemic.
- Large industrial bins with orange lids are also put out onto the footpath for collection, these do not look right and in keeping within a residential area,
- Twelve letters of support were received, explaining how the business operates; its deliveries; that it produces little noise; the flexible opportunities; employment opportunity for redundant worker; trade to the local economy; new fence provides privacy for all party either side of fence; job creation; improvement in the look of the site; start-up business so overheads low at this site; need to support local businesses.

## **6. Summary of Consultations**

**6.1 Environmental Health** raise concerns over this application in respect of noise and dis-amenity/disturbance to neighbouring domestic properties. The application seems to represent an intensification/industrialisation of the use of what, ostensibly, is a domestic premise; surrounded by other domestic premises.

6.2 Whilst it may be considered unreasonable to recommend refusal on noise grounds, a number of safeguards need to be put in place, should the application receive approval.

- 1) Restricted to Use Class E(g) and in particular the assembly of circuit boards. This should further be restricted to the sole use of the applicant.
- 2) Hours of operation (including deliveries/collections) restricted to 08.00 – 17.00 Mon – Fri. No operation Sat, Sun and Bank Holidays.
- 3) All openings to the building must remain closed during operational hours except for access/egress.
- 4) Chapter 7 of the Planning statement advises '*It is the intention of the owner to relocate his business once uncertainty around the current pandemic is resolved*'. In view of this, if planning permission is granted, it should be temporary for 6 months to allow a re-appraisal of the situation.

**6.3 County Highways** make comments based on all the information provided by the applicant to date and after undertaking a site visit. They are of the opinion that a development of this size and nature would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. Therefore, County Highways has no objections to the application.

6.4 They have also reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA) and the Crashmap website. The data bases indicate there has been no recorded incidents within the vicinity of the proposed development site within the last 5 years.

6.5 It was observed during the site visit that vehicles are also utilising an area to the front of the existing dwelling in addition to the outlined driveway. This area is not currently served by a drop kerb and therefore vehicles are currently crossing the footway illegally. County Highways request that this access is formalised under a section 184 agreement of the Highways Act. Therefore, County Highways request that an Informative Note is attached to the decision notice advising the applicant that this consent requires the formalisation/construction of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works.

## **7. Policy Background**

**7.1 Policy B1: Existing Built-Up Areas** permits development proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

**7.2 Policy G17: Design Criteria for New Development** permits new development, including extensions and free-standing structures, provided that, the proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect; 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 will provide an interesting visual environment which respects the character of the site and local area; the development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads

and/or pavements provided as part of the development should be to an adoptable standard; the proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and the proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.

### **7.3 Central Lancashire Core Strategy Policy 17: Design of New Buildings**

The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:

siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.

(b) safeguarding and enhancing the built and historic environment.

(c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.

(d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.

(e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.

(f) minimising opportunity for crime, and maximising natural surveillance.

(g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm.

(h) including public art in appropriate circumstances.

demonstrating, through the Design and Access Statement, the appropriateness of the proposal.

making provision for the needs of special groups in the community such as the elderly and those with disabilities.

promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS);

and

achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.

ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

## **8. Material Considerations**

### **8.1 Background**

8.1.1 On initial consideration of this application, it was found that the submitted householder application was not appropriate and an application for full planning permission was invited. This is due to the fact that the building is to be used as an office and for the assembly of circuit boards within use class E(g). The applicant is also employing personnel and the use is therefore a mixed use of office and industrial process and cannot be considered as 'working from home'.

8.1.2 The building has been erected following the demolition of an existing garage building. The supporting statement submitted with this application explains that:

*"Following the National lockdown in March 2020, the applicant found that he was unable to attend his workplace. He utilised the existing two bay garage at the property but this was found to be structurally unsound. The building was demolished and the replacement building*

*was constructed, on the original footprint. The building contains an office and a workspace for the assembly of circuit boards.”*

8.1.3 The supporting statement then goes on to explain:

*The applicant uses the building as an office and to assemble large circuit boards. The parts are delivered to the site and then assembled prior to being dispatched, no heavy machinery is used, the largest tool is a domestic electric drill.*

8.1.4 The application is retrospective as the applicant understood the building to fall within Permitted Development and intended it to enable working from home due to the pandemic. The permitted development allowance for outbuildings is up to 4m in height for a dual-pitched roof if more than 2m from the boundary providing it does not have an eaves height greater than 2.5m. In this case the building has an eaves height of 3m and it is located, at one point, just 1m from the boundary and therefore does not fall within permitted development. Additionally, it cannot be classed as a domestic outbuilding as the domestic curtilage has been sub-divided and the building is being used as a place of work for the applicant who is also employing personnel.

8.1.5 Generally, it is permitted to run a business from a domestic garage providing it does not cause a material change of use of the property. Clearly the erection of a new workshop building, separation of the domestic curtilage, formation of driveway and parking area and the employment of personnel is a material change of use of the property. Therefore, an application for planning permission was invited

8.1.6 The application site is within the existing built-up area of Bamber Bridge and an assessment of the development is carried out in terms of Policy B1 which permits development for the re-use of undeveloped and unused land and buildings, or for redevelopment, provided that the development complies with the requirements for access, parking and servicing; is in keeping with the character and appearance of the area; and will not adversely affect the amenities of nearby residents.

## **8.2 Access, Parking and Servicing**

8.2.1 The site is accessed from Brindle Road via a newly blacktopped driveway of 7.5m in width which leads to a parking area for vehicles with the ability to turn. The application form indicates there are 2 existing parking spaces with a further 3 as a result of the development.

8.2.2 LCC Highways is of the opinion that a development of this size and nature would not have a severe impact on highway safety or capacity within the immediate vicinity of the site. The ‘severe’ test comes from paragraph 109 of the National Planning Policy Framework which states: *“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.”*

8.2.3 County Highways have reviewed the Lancashire County Councils five year data base for Personal Injury Accident (PIA) and the Crashmap website. The data bases indicate there has been no recorded incidents within the vicinity of the proposed development site within the last 5 years.

8.2.4 However, County Highways comment that it was observed during the site visit that vehicles are also utilising an area to the front of the existing dwelling in addition to the outlined driveway. This area is not currently served by a drop kerb and therefore vehicles are currently crossing the footway illegally. County Highways request that this access is formalised under a section 184 agreement of the Highways Act. Therefore, County Highways request that an Informative Note is attached to the decision notice, advising the applicant of this requirement:

## **8.3 Character and Appearance**

8.3.1 The application site is located in a predominantly residential area and is surrounded on three sides by residential properties and their curtilages. These are a mix of traditional dwellings and more recent, modern dwellings. Surrounding properties are mainly detached, brick-built and some stone built cottages but it is considered there is no overriding style or design in the area. Some of the adjacent properties have various outbuildings to the rear of varying styles and design. For example, adjacent the site is a brick built outbuilding with corrugated metal roof and to its rear is a long low level building with pitch roof. On the opposite side of Brindle Road is the Walton Summit Employment Area which the buildings are large, mainly corrugated steel sheet structures. This Employment Area is screened from Brindle Road by mature planting, although views into the Employment Site are possible during the winter months.

8.3.2 The workshop building is located to the rear of 367 Brindle Road and new 2.4m high fencing has been erected to the boundaries adjacent to the building and along the newly blacktopped driveway. Although the existing fencing remains along the length of the driveway, the submitted plans show this is to be replaced adjacent the neighbouring property, finishing 7m back from the highway. The boundary fencing is considered to unduly impact on the overall appearance of the site, changing it from a domestic curtilage to having a more commercial feel. Additionally, it is much greater in height than normal residential fencing, 2.4m high as opposed to the common domestic boundary fence of 1.8m high. Therefore, the fence is out of keeping with the surrounding area.

8.3.3 The outbuilding is constructed from materials of a modern appearance using grey profile sheet cladding. This is not in keeping with residential outbuildings in the area and has an industrial appearance. Due to its location to the rear of the site and the surrounding outbuildings, it is not unduly prominent in the street scene but it remains that the building has a detrimental impact upon the character and appearance of this residential area.

#### **8.4 Residential Amenity**

8.4.1 In terms of residential amenity Policy G17 specifies that new development should not have a detrimental impact on neighbouring buildings in terms of design, height, scale, orientation, massing, proximity, use of materials and the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect.

8.4.2 The site is within a predominantly residential area with a number of residential properties to its boundaries. The neighbouring property to the north-west, 365 Brindle Road, is a detached property with dormer window on the southern side roof slope, facing the access to the new building. Rear windows to 365 will have view of the workshop building and are approximately 15m. Although these windows do not directly face the building they will undoubtedly have a view of it. Due to the size and scale of the building, it is considered the proposal will unduly impact on this property in terms of appearing overbearing, contrary to Policy G17.

8.4.3 A detached dwelling, Oak Brook House at 363a Brindle Road is located to the application site's north-western corner some 34m from the workshop building. Its main elevation is orientated towards the application site but given the separation distance, it is considered there will be no undue impact on this property in terms of Policy G17.

8.4.4 The neighbouring property to the north-east, 7 Craigflower Court, is a two-storey dwelling with a rear conservatory. There is a separation distance between the residential property and the new building of between 10.5m and 16m. Rear facing windows to 7 Craigflower Court look towards the north-western corner of the application site, not directly to the rear elevation of the building. The normally required spatial separation distance between windows directly facing a blank elevation is 13m. Although, in this case the windows do not directly face the rear elevation of the workshop building, the proposal is considered to have a detrimental impact on 7 Craigflower Court due to its size, scale and proximity. A new 2.4m

boundary fence has been erected but this would not obscure the view from first floor bedroom windows. In addition, the size and scale of the fence in itself has some impact on No 7 in terms of its proximity and scale. Although this is lessened by planting along its length, it is understood that trees and hedgerow was removed to facilitate this development which would have provided additional screening.

8.4.5 Numbers 1, 3 and 5 Craigflower Court are adjacent the application property's south-eastern boundary with the rear elevations of Nos 1 and 3 facing the side elevation of the workshop building. There is an approximately separation distance of 21m between with the remaining garden area of 367 Brindle Road and boundary fencing between. The proposal is not considered to unduly impact on these properties in terms of Policy G17.

8.4.6 The neighbouring property to the south-east, 369 Brindle Road, is located adjacent to 367 and has a rear conservatory. The rear conservatory to 367, its remaining rear garden and the new 2.4m high fence will partially obscure view of the workshop building from 369 and therefore there will be no undue impact.

8.4.7 The building has no windows in any of the elevations and therefore there will be no overlooking, loss of privacy issues as a result of the development.

8.4.8 In terms of the requirements of Policy G17, it is considered the proposal will unduly impact on some of the neighbouring residential properties. However, in respect of Core Strategy Policy 17, consideration must also be given to the impact on residential amenity in terms of whether the development is sympathetic to the surrounding land uses and occupiers, whether it avoids demonstrable harm to the amenities of the local area and whether the amenities of occupiers of neighbouring uses will be adversely affected by the development.

## **8.5 Noise and Disturbance**

8.5.1 The outbuilding is located in the northern corner of what was the rear garden of the 367 Brindle Road. The supporting statement advises that the building occupies a similar position as the original 2 bay garage, albeit covering a larger footprint. As this application is for a change of use to an industrial type process within the E(g) Use Class, consideration of its impact on residential amenity in terms of noise and disturbance from the use, from vehicles movements associated with the use and from extraction plant must be given.

8.5.2 There are no details provided within the submission of vehicle movement to and from the site. However, the supporting statement advises that "*the building is used as an office and to assemble large circuit boards. The parts are delivered to the site and then assembled prior to being dispatched..... The applicant currently employs his wife and two employees on a contract basis....*"

8.5.3 Vehicle movements and the type of vehicles visiting the site is something that has been raised in the letters of objection to this application. Residents advise that there are many vehicle deliveries each day and sometimes there are deliveries from HGV vehicles with vehicles arriving at 7am

8.5.4 Therefore, it can be assumed that vehicle movement are over and above what would normally be expected for a residential property and this aspect of the development is considered to be unsympathetic to residential amenity, particularly on the adjacent property which has a dormer window in the roof slope facing the access driveway. This intensification of vehicle movements so close to the neighbouring residential property is considered detrimental to residential amenity, contrary to Policy 17

8.5.5 In terms of noise from the use of the building and its use for the assembly of circuit boards, an assembly type process that would normally be found on an industrial estate or business park. To its rear, 365 has an outbuilding adjacent to the workshop building which

has boarded windows facing. It is unknown what this building is used as, possibly a garage. The boundary fence is 2.4m high. The workshop building has an external air conditioning system (heating and cooling) adjacent to the outbuilding at 365. The air conditioning units have been installed to the building's western elevation. Therefore, a noise impact assessment was required, and this was carried out with a report document Noise Assessment: Commercial Noise NALPRO271020.01 submitted. This document concludes that:

*16.2 The primary internal noise source is occasional use of domestic battery powered handheld screwdriver and no noise was heard outside the site.*

*16.3 The environmental health department of the local planning authority raised concerns of noise emissions from the use of the AC unit on neighbouring noise sensitive residential premises during the day time.*

*16.4 The results of the noise assessment demonstrate that, noise from the use of the AC unit on the site at both sensitive receivers will be considered **low impact**.*

8.5.6 The report has been considered by Environmental Health who have concerns over this application relating to noise and dis-amenity/disturbance to neighbouring domestic properties. They comment that the application seems to represent an intensification/industrialisation of the use of what, ostensibly, is a domestic premise; surrounded by other domestic premises.

8.5.7 Whilst it may be considered unreasonable to recommend refusal on noise grounds, a number of safeguards would need to be put in place, should the application receive approval. These are as follows:

- Restricted to Use Class E(g) and in particular the assembly of circuit boards. This should further be restricted to the sole use of the applicant.
- Hours of operation (including deliveries/collections) restricted to 08.00 – 17.00 Mon – Fri. No operation Sat, Sun and Bank Holidays.
- All openings to the building must remain closed during operational hours except for access/egress.
- Chapter 7 of the Planning statement advises '*It is the intention of the owner to relocate his business once uncertainty around the current pandemic is resolved*'. In view of this, if planning permission is granted, it should be temporary for 6 months to allow a re-appraisal of the situation.

## **9. Conclusion**

9.1 The erection and use of the building has caused contention amongst the neighbouring residents and clearly such a building and use is not commonplace in a residential area but is more appropriate within an industrial estate or business park.

9.2 The size and scale of the building is substantial, and the use of materials give it an industrial appearance which is out of keeping with the character and appearance of the area.

9.3 The use of the building is for the assembly of circuit boards and, although this is not considered a noise generating use, the air conditioning units do have some noise emissions. The submitted noise assessment indicates that this is 'low level', hence there would be difficulties refusing this application on grounds of noise and disturbance, particularly as recommendations made by Environmental Health could be imposed and therefore it is considered this aspect of the development could be suitably controlled.

9.4 However, it is recognised that the additional traffic generated by the use is over and above what is reasonable in a residential area. Although the site provides for off-road parking of vehicles together with a turning area and County Highways have no objections on highway ground, road safety or parking, it remains that there is an highway amenity issue

due to the increase in traffic flow adjacent 369 Brindle Road and the resulting amount of traffic, associated traffic noise would have a detrimental impact on the residential amenity of the occupants of that neighbouring properties contrary to Policy B1

9.5 Additionally, the proposal introduces an industrial building with associated parking and access into what was a residential garden within a residential area. This is considered to be detrimental to the character and appearance of the area

## **10. Recommendation**

10.1 Refusal.

## **11. Reasons for Refusal**

1. Due to the increase in traffic flow adjacent 365 Brindle Road and the resulting amount of traffic, associated traffic noise and type of traffic, this would have a detrimental impact on the residential amenity of the occupants of that neighbouring properties contrary to Policy B1 criteria c) in the South Ribble Local Plan
2. The proposal introduces an industrial building with associated parking and access, a large expanse of blacktop and encloses the site with substantial 2.4m high fencing into what was a residential garden within a residential area. This is considered to be detrimental to the character and appearance of the area, contrary to Policy G17 in the South Ribble Local Plan.

## **12. Relevant Policy**

B1: Existing Built up Areas

G17: Design Criteria for New Development

Core Strategy Policy 17: Design of New Buildings

## **13. Informative Note**

The site requires the formalisation/construction of an access to the public highway. Under the Highways Act 1980 Section 184 (Vehicle crossings over footways and verges) Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must complete the online quotation form found on Lancashire County Council's website using the A-Z search facility for vehicular crossings at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>