

**Application Number**

07/2023/00663/FUL

**Address**

Atlantic Industries  
Unit 6B  
Bannister Hall Works  
Bannister Hall Lane  
Higher Walton  
Preston  
Lancashire  
PR5 4DB

**Applicant**

Atlantic Industrials Limited

**Agent**

Ms Abigayle Boardman

Acland Bracewell  
The Barrons  
104 Church Road  
Tarleton  
Preston  
PR4 6UP

**Development**

Extension to the existing industrial building (Use Class B8: Storage and Distribution)

**Officer Recommendation**

**Approval with Conditions**

Date application valid

08.09.2023

Target Determination Date

08.12.2023

Extension of Time

None



## **1. REPORT SUMMARY**

1.1 The application relates to Atlantic Industries Ltd which is located within the Bannister Hall Works Site, Higher Walton and used for storage and distribution (Use Class B8). The site extends to approximately 2807m<sup>2</sup> and comprises of an existing storage and distribution building, with ancillary office accommodation.

1.2 The application seeks planning permission for the extension of the existing building to allow for more storage. The proposed development would allow for the business to expand whilst maintaining the quality of their services.

1.3 The site is allocated under Policy G1 of the South Ribble Local Plan as 'Green Belt'. Full assessment of Green Belt development can be found at Paragraphs 7.1 and 7.3 below.

1.4 The scheme would be contained within the industrial site close to the eastern boundary.

## **2. APPLICATION SITE AND SURROUNDING AREA**

2.1 The application relates to an existing industrial unit that lies near the centre of an industrial area, Bannister Hall Works, within the Green Belt. Access is taken from a 900m long unadopted access road with the area comprising several industrial units and is rather secluded in this regard.

2.2 The site lies within Flood Zone 1.

2.3 The sections of the site subject to this application comprise of areas of hardstanding between existing buildings.

2.4 Located in between the settlements of Higher Walton and Coupe Green, the site itself is relatively flat with surrounding land to the north. The river Darwen is situated beyond the southern boundary of the estate. There are no residential properties within close proximity.

2.5 There are currently 6.no members of staff at the site.

## **3. SITE HISTORY**

3.1 The following planning applications are recorded on the site:

- 07/1994/0714 – Use of industrial units and adjoining land for the storage of scaffolding within ancillary office accommodation – Application Approved
- 07/1997/0017 – Extension of warehouse for the storage of scaffolding – Application Approved
- 07/1998/0188 – Warehouse unit extension – Application Withdrawn
- 07/1999/0104 – Use of building storage and distribution of engineering components – Application Approved
- 07/1999/0686 – Erection of single storey office block – Application Refused
- 07/2005/1067/FUL – Change of use of part of existing hardstanding for additional storage containers – Application Approved
- 07/2005/0657 - Change of use of building and land from scaffolding storage to general self-storage with the permanent siting of external storage containers – Application Approved
- 07/2007/0801/FUL – Erection of industrial storage building (500m<sup>2</sup>) (B8 Use) – Application Approved

## **4. PROPOSAL**

4.1 Planning permission is sought for the extension to the existing industrial building (Use Class B8: Storage and Distribution)

4.2 The proposed extension would be located to the east of the site, close to the eastern boundary and would measure 12m wide by 40.7m in length with a dual pitched gable roof measuring 5.58m to eaves and 7.06m to pitch and sits 0.89m lower than the height of the existing building.

4.7 Supporting information provided by the applicant asserts:

*“As of 2023, Atlantic Industrials continue to ship their items to global destinations. Now stocking over 7,000 different bearings to major brands and specialising in locating stock that is difficult to acquire.*

*The storage of Atlantic Industrials stock is important to their success. The way they store and protect their bearings ensures that everything is oiled well, wrapped and covered in a polythene dust sheet to ensure the highest quality product is delivered to their client.*

*The proposed development will help ensure Atlantic Industries business can continue to thrive and expand whilst maintaining the quality of their products and services.”*

4.8 The applicant also seeks to formalise a car parking area and the creation of a HGV turning circle which is to be contained within the site and located to the north.

4.9 The design includes 5 floodlights and 5 wall lights. The flood lights will be positioned around the HGV turning circle perimeter with the wall lights spaced at 9.5m intervals at the rear walkway.

## **5. REPRESENTATIONS**

5.1 Eleven neighbours were notified, and a site notice posted but no representations were received.

## **6. CONSULTATION REPLIES**

**County Highways** have raised no objections to the proposal, commenting:

*“ The proposed extension is to be built on an existing industrial unit on private land. No alterations are proposed to the access. In addition, the information provided states there is to be no increase in employment to the site. I am of the opinion that as submitted the proposals should have a negligible impact on highway safety and capacity. I feel this application would be suitable for E.V charging too.”*

**Environmental Health** have raised no objections to the proposal but have requested conditions be imposed in relation to an acoustic survey and hours of construction and deliveries.

**Lead Local Flood Authority** have no comments to make on the application, as the LLFA would classify the proposal as a minor development. Standing Advice Applies.

**United Utilities** raised no objections.

## **7. MATERIAL CONSIDERATIONS**

### **Policy Considerations**

#### **7.1 i) NPPF**

7.1.1 In regards to the economy, Paragraph 81 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”.*

7.1.2 Regarding development in the Green Belt, Paragraphs 147-149 state:

*“147. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

*148. When considering any 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 potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

*149. A local planning authority should regard the construction of new buildings as inappropriate development in the Green Belt save for a number of exceptions:*

- a) 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;*

#### **7.2 ii) Core Strategy Policy Considerations**

7.2.1 Policy 1 of the Core Strategy is entitled ‘Locating Growth’ and encourages the focussing of growth and investment in the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble.

7.2.2 Policy 10 of the Core Strategy is entitled ‘Employment Premises and Sites’ and highlights the need to protect sites last used and allocated for employment for future employment use.

7.2.3 Strategic Objective 12 of Policy 9 in the Core Strategy entitled ‘Economic Growth and Employment’ seeks to sustain and encourage sustainable growth of rural businesses, taking into account the characteristics of the rural fringe and wider countryside.

7.2.4 Policy 17: Design of New Buildings expects the design of new buildings to take account of the character and appearance of the local area and effectively mirrors Policy G17 in the South Ribble Local Plan.

#### **7.3 iii) South Ribble Local Plan (2012-2026)**

7.3.1 The policy relating to development in the Green Belt, Policy G1, confirms that inappropriate development within the Green Belt is, by definition, harmful to the Green Belt with planning permission only to be given if certain criteria are met or unless very special circumstances exist. There are exceptions to this however, one of which is *“limited infilling or partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use which would not have a greater impact on the openness of the green belt”* (Local Plan G1: F / NPPF: Para 149). Policy G1 also indicates that there are a

number of major developed employment sites in the green belt and these sites can be developed within their curtilage.

7.3.2 Whilst the site is previously developed land, the proposed extension by virtue of its size and scale would have a greater impact on the openness of the green belt than the existing development on the site. The extension would result in an expansion of built form which would have a physical and visual impact on the openness of the site. The development cannot be considered to fall within the exception in paragraph 149 of the NPPF and the proposed development is inappropriate development in the green belt. Therefore, very special circumstances must be demonstrated which outweigh the harm to the green belt by virtue of inappropriateness and the harm to openness.

7.3.3 In this case, the application site lies within an established industrial estate, albeit the area is designated as green belt. Policy G1 in the Local Plan indicates that there are a number of industrial sites in the green belt which can be developed within their curtilage to continue to secure jobs and prosperity without prejudice to the green belt. The site is within a clearly defined industrial curtilage which has substantial landscaping around the perimeter. The proposed extension will be contained within the operational area of the site and not visible from outside the Banister Hall Industrial site. The extension is to be enclosed by existing large industrial units on all sides and will be constructed on an area of existing hardstanding. There is also a need for this extension due to the business' continuous growth as demonstrated by the applicant within the '*Planning Supporting Statement*' (see paragraph 4.7). Therefore, due to these specific factors, it is considered that proposed extension complies with Policy G1 in the Local Plan and that '*very special circumstances*' exist to clearly outweigh the harm to the Green Belt by virtue of inappropriateness and loss of openness.

## **7.4 Design Policy**

7.4.1 Core Strategy Chapter 17 (Requiring Good Design) and Local Plan Policy G17 (Design of New Buildings) both attach great importance to the design of the built environment, requiring proposals to take account of the character, appearance and amenity of the local area, and to highways and pedestrian safety. The proposed extension is of an appropriate design.

## **7.5 Relationship to Neighbours**

7.5.1 A minimum distance of 73m would be present from the proposed extension and Bannister Hall Lodge (the closest residential property). The scheme is separated by other industrial units Suntana, Weldlag and Unit F Bannister Hall Works (part of Atlantic Industries Ltd).

7.5.2 A minimum distance of 319m would be present from the proposed development to residential properties on Grange Drive to the east of the site.

7.5.3 This distance is considered to be acceptable, with the proposed development not considered to result in undue overlooking / loss of privacy or overdominance / overshadowing.

## **7.6 Highways**

7.6.1 The proposed development would not result in any additional traffic to and from the site, other than during construction traffic.

7.6.2 The application seeks to formalise a car park of 10.no spaces and a turning circle for HGV vehicles.

7.6.2 County Highways have raised no objections to the proposal confirming that the development should have a "*negligible impact on highway safety and capacity.*"

## **7.7 Drainage**

7.7.1 A full drainage strategy has been submitted and proposes to collect surface water run-off via downspouts directed to a new, below ground piped drainage system.

7.7.2 The Lead Local Flood Authority and United Utilities were consulted with no objections being received from either.

## **7.8 Lighting**

7.8.1 The design includes 5 floodlights and 5 wall lights. The flood lights will be positioned around the HGV turning circle perimeter with the wall lights spaced at 9.5m intervals at the rear walkway.

7.8.2 The floodlights are positioned 4.75 m above ground level and will be fixed to the building façade. The floodlight on the northern boundary of the turning circle has been modelled at 6m. The floodlights have no tilt.

7.8.3 The total number of flood lights on the site will be reduced from 7 to 5.

7.8.4 The applicant has stated within the "Exterior Lighting Design and Report" that *"The lighting will be switched off outside of the operational period. This will reduce unnecessary lighting through the night and provide direct cost and energy savings to the Applicant"*.

## **8. CONCLUSION**

8.1. Atlantic Industries is an established, but well screened commercial facility within a semi-rural industrial estate with adequate spatial separation from neighbouring properties. Although the proposed extension represents inappropriate development in the green belt, Policy G1 in the Local Plan permits the in-curtilage expansion of industrial sites within the green belt and very special circumstances have been demonstrated to clearly outweigh the identified harm to the green belt.

8.2. The proposed development would not have an undue impact on the amenity of neighbouring properties, the character and appearance of the area or highway safety. The proposed development has been fully assessed by the Council's statutory consultees and found to be acceptable subject to conditions.

8.3. Therefore, the application is recommended for **approval subject to imposition of conditions**.

### **RECOMMENDATION:**

Approval with Conditions.

### **RECOMMENDED CONDITIONS:**

1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this permission.  
REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
2. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans;  
X795.157.001

795 PL100 Rev C  
795.PL101 Rev B  
X795 001 PL02 Rev B  
Exterior Lighting Design and Report  
Planning Supporting Statement - August 2023  
Surface Water Strategy

REASON: For the avoidance of doubt and to ensure a satisfactory standard of development

3. The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to achieve a BREEAM rating of 'Very Good' (or where possible in urban areas Excellent). No phase or sub-phase of the development shall commence until a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of 'Very Good' or 'Excellent' has been submitted to and approved by the Local Planning Authority  
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
4. Prior to first occupation of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban areas) 'Excellent' has been submitted to and approved by the Local Planning Authority.  
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.
5. Within 6 months of completion of the development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of 'Very Good' (or where possible in urban area 'Excellent') shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: To be in accordance with Policy 27 in the Central Lancashire Core Strategy
6. Drainage shall be completed in accordance with sustainable drainage principles. The surface water drainage scheme must be restricted to existing run off rates and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewer system either directly or indirectly.  
The development shall be completed, maintained and managed in accordance with the approved Surface Water Strategy.  
REASON: To ensure the site is effectively drained and that the development does not result in flood risk in the vicinity of the site in accordance with Policy 29 in the Core Strategy.
7. Prior to the commencement of development, a scheme for the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. Charging points shall be provided in accordance with the approved scheme prior to the extension being brought into use.  
REASON: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions, in accordance with Policy 3 in the Central Lancashire Core Strategy
8. Prior to the commencement of any works on site an acoustic survey shall be undertaken covering any impact the development may have on residential properties to the east of the site. Details of the findings of the survey and any mitigation measures identified shall be submitted for approval to the local planning authority. Once approved the mitigation measures shall be carried out prior to the extension being brought into use. The approved mitigation measures shall be retained and maintained thereafter.  
Reason: In the interests of the amenity of the nearby residents in accordance with Policy 17 of the Central Lancashire Core Strategy and NPPF.

Advice: it is strongly recommended to agree the methodology of the assessment with the local planning authority prior to its undertaking.

9. During the site preparation, demolition, and construction of the development no machinery, plant or powered tools shall be operated outside the hours of 08:00 to 18:00 Monday to Friday 09:00 - 13:00 on Saturdays. No construction shall take place at any time on Sundays or nationally recognised Bank Holidays.  
Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and the NPPF.
10. No deliveries of construction materials or removal of construction waste shall be undertaken outside the hours of 09:00 - 17:00 Monday to Friday. No deliveries or removal of waste shall be carried out at weekends or nationally recognised Bank Holidays.  
Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 17 of the Central Lancashire Core Strategy and NPPF

### **RELEVANT POLICY**

<b>NPPF</b>	<b>National Planning Policy Framework</b>
<b>POLG1</b>	<b>Green Belt</b>
<b>1</b>	<b>Locating Growth (Core Strategy Policy)</b>
<b>9</b>	<b>Economic Growth and Employment (Core Strategy Policy)</b>
<b>10</b>	<b>Employment Premises and Sites (Core Strategy Policy)</b>
<b>17</b>	<b>Design of New Buildings (Core Strategy Policy)</b>
<b>POLF1</b>	<b>Car Parking</b>
<b>POLG17</b>	<b>Design Criteria for New Development</b>

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