

A V Town Planning Ltd

Unit 3, 31-33 Kenyon Road, Lomeshaye, Nelson, Lancashire BB9 5SZ
Telephone No.: 01282 691744

EXTENSION TO EXISTING WORKSHOP AND CREATION OF PARKING AREA

AT: JAMES ALPE ACCIDENT REPAIR CENTRE, LINCOLN WAY, CLITHEROE

Introduction

The purpose of this statement is to accompany the planning application and provide background information regarding the need for this additional floor space from an operational perspective.

Purpose of the Extension

The James Alpe Accident Repair Centre has grown significantly over the years and now represents one of the industry's largest accident repair facilities in the north west of England being approved repairers for a number of major manufacturers. The site now employs in excess of 100 people.

When the planned expansion was first being considered there were two possible scenarios being developed. The need itself arises from an ever increasing demand for space to undertake accident repair work on damaged vehicles. To satisfy the identified need then one option was to consider resiting the present valeting facility into the new extension freeing up space to expand the body shop department into the area presently occupied by the valeting bays. This would not be the preferred option but the noise report has demonstrated that either the workshop or valeting facility could operate in an acceptable manner within the new planned extension without unacceptable noise impacts on neighbouring residents. This being the case then it is simpler and more preferable to expand the present body shop facility into the adjacent planned extension rather than contemplate wholesale relocation of two departments. It is for this reason that this second option of expansion of the body department has been selected as the preferred option.

There is a need to increase the number of specialist body realignment jigs and a total of four of these are needed as shown on the proposed site plan. This will create the necessary additional four work bays and result in the creation of up to 10 additional jobs.

The additional area for onsite parking has been adjusted to address concerns regarding flood risk and in order to avoid works which would have necessitated amending levels adjacent to Mearley Brook.

The building extension itself, in order to mitigate against potential flooding issues is to be constructed on a series of reinforced pillars which support the raised floor structure. As such in times of increased water flows along the brook then this would allow the raised water levels to be accommodated under the building and in so doing avoid the possibility of exacerbating the threat of flooding downstream as a result of offset.

The works have been designed to ensure that the physical building is also more than 8m away from the watercourse on its north eastern side. Equally the proposed car parking area with its open usage would allow for unimpeded access to the brook for essential maintenance of the watercourse.

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The previous application under reference 3/2019/0484 was refused on 19th August for the following single reason

“The proposed bridge required to access the new parking area would be located within Flood Zones 2 and 3. The applicant has failed to demonstrate that a bridge could be constructed in this location without obstructing flood flows which may result in an increase in the risk of flooding to surrounding areas, and that a bridge would not restrict essential maintenance and emergency access to the watercourse, Mearley Brook, which is an essential requirement for future maintenance and/or improvement works. The proposals are therefore contrary to Core Strategy Policy DME6 and paragraph 163 of the Framework.”

Given that this was the sole reason for refusal relating to the fact that the invert level of the proposed bridge would need to be 600mm above the 1 in 100 year flood level and this would be unachievable then it seems logical to conclude that in all other respects the Local Planning Authority were satisfied with the proposal as submitted. In order to fully address the identified concern then the decision has been taken to remove the link bridge from the rear of the workshop to the proposed car park in its entirety and simply adjust the car park with a direct vehicular access onto Up Brooks. In approaching the revised submission in this manner then we trust that this will remove the remaining area of concern and allow this latest application to be viewed in a positive manner.