

## **Supporting Planning Statement**

### **Extension of Hardstanding and Weighbridge Area Carr Hall, off Whalley Road, Wilpshire**

#### **THE SITE:**

Carr Hall is located off Whalley Road, Wilpshire, within the administrative area of Ribble Valley Borough Council. The site lies within the designated Green Belt; however, it benefits from an extant planning permission granted in 2021 (ref: 3/2021/0755) for the change of use of Carr Hall to Class B2 (General Industrial), whilst retaining elements of Class E (Commercial, Business and Service) and Class B8 (Storage and Distribution) uses.

The site is an established employment location with existing hardstanding, yard areas, and buildings associated with the approved commercial and industrial uses. Nine business currently operate from Carr Hall, with over 150 Employees.

The parking area originally associated with the Class E use has, since the 2021 permission, been utilised as a storage and yard area in connection with the B8 and B2 use. As a result, there is now a functional need for additional hardstanding to support vehicle movements and operational requirements across the site.

#### **THE PROPOSAL:**

The application seeks permission for the extension of an existing hardstanding area to accommodate:

- A weighbridge
- A small, moveable cabin
- Improved circulation space to allow for articulated lorry turning
- Additional parking associated with the existing B2 and B8 uses

The proposed extension will enable safe and efficient manoeuvring of larger vehicles, including articulated lorries and transit-sized vans, which are integral to the ongoing industrial and storage operations at Carr Hall.

Importantly, the proposed hardstanding extension is wholly contained within the red line application boundary of the previously approved change of use under ref: 3/2021/0755. The proposal does not introduce any new buildings of permanence beyond the moveable cabin and does not extend the operational footprint of the site beyond that which has already been established by the previous Planning approvals.

A weighbridge was previously proposed under planning application reference 3/2209/0721, with its exact location to be confirmed. The application, which was approved, sought consent for infill and link extensions, including six planting tunnels to the rear of the existing garden centre building, the creation of accessible access ramps to provide a fully inclusive route to all areas from the existing garden centre, and a comprehensive landscaping scheme

for the site. The businesses operating from the site need to weigh vehicles either on arrival or when leaving the site to ensure that loads are within legal limits, and that incoming loads are within weight limits for mechanical (forklift) unloading.

**PARKING STATEMENT:**

On-site car parking is provided at Carr Hall, with a surfaced car park located to the front and western elevation of the building, comprising 77 marked parking spaces. The spaces to the western boundary are unusable due to this area being used for HGV loading and unloading and manoeuvring.

Additional marked parking (47 spaces) is located along the western boundary of the site; however, this area also falls within a lawful B8 (Storage and Distribution) use, as approved under planning application reference 3/2014/1044.

Overflow parking is available to the rear of the building within areas also used for B8 storage and distribution, including open-air storage.

In accordance with the adopted parking standards, the existing uses generate the following parking requirement:

Use Class	Standard	Per (m2)	Area (m2)	Required
B8* external	1	100	4285	43
B2	1	45	2196	49
E(g)	1	30	1497	50
<b>TOTAL Required</b>				<b>142</b>
<b>Current No of marked spaces</b>				<b>124</b>

The site currently provides a total of 124 marked parking spaces, which is below the required parking standards, and the site accommodates nine separate businesses employing approximately 150 staff in total.

The B2 unit located in the right hand front half is occupied by Muovitech UK Ltd and Muovitech AB, who manufacture innovative geenergy systems, and have occupied the building since 2021. As part of their operations, ground loops and pipes are stored externally, to be loaded on to vehicles primarily within the western car parking area and what was originally car parking is necessary for manoeuvring and getting materials in and out of the building which is accessed from this side. This operational requirement results in the loss of approximately 77 marked parking spaces.

The remaining seven businesses operate to the rear of the site within Class E(g) and B8 areas. Several of these occupiers operate service vans, which are routinely parked on site outside of working hours and during holiday periods, further reducing the availability of car parking.

The proposed development will result in the following revised parking requirement:

Use Class	Standard	Per (m2)	Area (m2)	Required
B8	1	100	4285	55
B2	1	45	2196	49
E(g)	1	30	1497	50
<b>TOTAL Required</b>				<b>142</b>
<b>No of marked spaces proposed</b>				<b>141</b>

The proposal includes the provision of an additional 17 marked parking spaces, resulting in a total of 141 marked spaces available. These additional spaces are necessary to support the existing mix of uses on site, reflecting the operational needs of current occupiers and ensuring adequate parking provision for employees and service vehicles.

Overall, the proposal represents a practical and proportionate response to the site's operational requirements and will improve parking availability without adversely affecting the lawful employment uses on the site, and without extending the area included with the red edge.

## **PLANNING POLICY:**

### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF) recognises the importance of supporting economic growth and productivity, including the expansion and intensification of existing businesses (Paragraphs 81 and 82).

In relation to Green Belt land, Paragraph 149 of the NPPF confirms that the reuse of buildings and land which preserves the openness of the Green Belt and does not conflict with its purposes can be appropriate. In this instance:

- The site already benefits from lawful B2, E, and B8 uses
- The proposal does not introduce new built form of a permanent nature
- The extension of hardstanding does not materially harm the openness of the Green Belt

The proposal therefore represents a proportionate and functional improvement to an existing lawful use rather than inappropriate new development.

## **Ribble Valley Core Strategy (Adopted 2014)**

### Policy DMG2 – Strategic Considerations

The proposal supports economic development by facilitating the efficient operation of an established employment site. It makes effective use of previously developed land within an existing commercial context and does not result in unacceptable impacts on the character of the area.

### Policy DMG3 – Transport and Mobility

The proposal improves on-site vehicle circulation and safety by allowing large vehicles to manoeuvre and turn within the site. The provision of appropriate parking and yard space is consistent with the objectives of Policy DMG3.

### Policy DMG4 – Protecting Local Amenity

The proposed works are operational in nature and are contained within an established industrial setting. There will be no unacceptable impacts in terms of noise, disturbance, or visual amenity beyond what is already associated with the lawful use of the site.

### Green Belt Considerations

While the site lies within the Green Belt, the principle of the commercial and industrial uses has already been accepted through planning permission ref: 3/2021/0755. The proposed extension of hardstanding is ancillary to these uses and does not result in a material increase in built development or harm to openness.

## **CONCLUSION:**

This application seeks permission for a modest and necessary extension of hardstanding at Carr Hall to support the lawful and established B2, E, and B8 uses of the site. The proposal facilitates safe vehicle movements, provides essential operational space, and improves the functionality of the site without extending beyond the previously approved planning boundary. The addition of the weighbridge will ensure that vehicles leaving the site loaded with goods are within approved and acceptable weight limits.

The development is fully compliant with relevant local and national planning policies, including Green Belt policy, and supports the continued operation and viability of an established employment use. The proposal preserves the openness of the Green Belt, causes no harm to amenity or highway safety, and represents sustainable development in accordance with the NPPF.

For these reasons, it is respectfully requested that planning permission be granted.