

**Item 6**                      **10/00591/FULMAJ**

**Case Officer**            **Caron Taylor**

**Ward**

**Proposal**                      **Erection of a railway station, access road and associated parking and infrastructure at Buckshaw Village (amendments to previously approved application ref 08/00562/REMAJ)**

**Location**                    **Royal Ordnance Site Including Land Between Dawson Lane And Euxton Lane Euxton Lancashire**

**Applicant**                    **Network Rail Infrastructure Ltd**

**Consultation expiry: 18 August 2010**

**Application expiry: 14 October 2010**

### **Proposal**

1. This application is a full application for the erection of a railway station, access road and associated car parking and infrastructure at Buckshaw Village (amendments to previously approved application ref 08/00562/REMAJ).
2. Outline planning permission was granted for the whole site initially in 1999 (97/00509/OUT) and amended in 2002 (02/00748/OUTMAJ). Each application granted outline planning permission for a railway station. A reserved matters application for the station was approved in August 2008 (ref: 08/00562/REMAJ).

### **Recommendation**

3. It is recommended that the application is permitted subject to no objections been received before the consultation expiry date of 18<sup>th</sup> August 2010 (the neighbour letters and site notices have expired, but the press notice expires 18<sup>th</sup> August). The principle of a Railway Station at Buckshaw Village was established with the grant of outline planning permission. The amendments to the proposal will still incorporate a modern facility and will improve the accessibility of Buckshaw Village.

### **Main Issues**

4. The principle of a railway station at Buckshaw Village has already been established by previous permissions. The main issues for consideration in respect of this planning application are:
  - Changes to the previous approved scheme
  - Impact these may have on neighbour amenity

### **History**

5. 97/00509/OUT- Outline application for mixed use development (housing, employment, shopping, leisure & commercial uses, open spaces, roads, sewers, community facilities & rail station) & indication of junction improvements on surrounding road network. Approved 1999.
6. 02/00748/OUTMAJ- Modification of conditions on outline permission for mixed use development (housing, employment, shopping, leisure & commercial uses, open spaces, roads, sewers, community facilities, road improvements & rail station). Approved 2002
7. 06/00786/REMAJ- Construction of main access road, drainage and landscaping along southern commercial perimeter road. Approved September 2006.

8. 08/00562/REMAJ Reserved matters application for the erection of a railway station, access road and associated car parking at Buckshaw Village including parking provision on the south side of the railway. Approved August 2008

### **Representations**

9. One letter has been received at the time of writing. They support the application as it will reduce commuting by road.

### **Consultations**

10. None received

### **Applicant's Case**

11. Changes to the previously approved application have prompted a fresh application which cannot be considered as minor amendments. The changes are a more economical and effective layout while still providing a modern, functional and accessible station.
12. The main changes are;

#### Reduction in height of station building height to single storey

It will be the same construction and footprint as previously approved but will be single rather than two-storey. The perimeter canopy surrounding it will also be reduced so it is in proportion with the reduced size of the building. The exterior cladding, materials and colour will remain as previously approved.

#### Platform canopies to be removed and replaced with two waiting shelters

It is typical of smaller stations to be more open and the scale waiting shelters will be more in keeping with the reduced height station building.

#### Amendments to design of bridge parapets

The height and scale of the footbridge will remain as previously approved as will the lift towers and stairs. The parapets will be changed to a simpler straight design rather than curved as previously approved.

#### Lengthening of both platforms to the west to accommodate longer trains

The previously approved scheme permitted two platforms at 140m each in length and whilst it was envisaged that this be extended by an addition of 60m in the future (totalling 200m each), the previous application did not specifically permit this extension without a further planning application. This current application is to allow for the platforms to be constructed initially at 140m each and for their future extension to 200m to also be approved. This will allow passengers to experience the full benefits of longer train services without delays imparted by a separate planning application in the future. A further variation from the originally approved scheme will be that the first 140m of platform to be constructed will be to the western extent of the site with the future extension at the eastern end of the station (the other was round than was previously envisaged).

#### Installation of fire escape routes from each platform (including a holding area to the rear of platform 2)

The original scheme did not have provision for fire escape routes for evacuating the platforms. In accordance with safety guidelines the scheme is to be amended to include an access gate within the fencing to the rear of each platform. Platform 1 will direct passengers down a ramp and into the car park, whilst Platform 2 will direct passengers down a ramp and into a fenced holding corral area. These are necessary to ensure the safety of rail passengers.

#### Reduction in the number of parking spaces

The original planning permission allows for the development of two car parking areas comprising of 152 spaces within the Eastern car park and 170 spaces plus 16 disabled spaces within the western car park. The amendment removes the eastern car park from the scheme as the additional land is not now available. The layout of the western

car park has been reconfigured and extended to maximise the number of spaces within the area with a total of 194 spaces plus 10 disabled spaces. Network Rail state that should the need for additional parking arise in the future, alternative provision may be explored. At the present time it is envisaged the car park will be free to use for rail customers.

### **Assessment**

13. The proposal relates to the erection of a railway station at Buckshaw Village. Since the original grant of planning permission, originally in 1997 and subsequently in 2002, a railway station has been envisaged as part of the whole development of the site. A Park and Ride Facility will also be provided at the station. The principle of a station at Buckshaw Village has therefore long been established.
14. A reserved matters application was permitted in 2008 but for the reasons set out in the applicant's case above this application applies for amendments to that permission. This assessment therefore focuses on whether the proposed amendments are acceptable or not.
15. The station will still be located on the northern boundary of the railway line adjacent to the Southern Commercial Area. The scheme consists of a modular station building that has been reduced in height since the previous application to a single storey building. There will be two platforms, a pedestrian access bridge over the railway line, parking facilities on the northern side of the railway line and a vehicular access road attached to the Southern Commercial Loop Road.
16. The new station building will be capable of accommodating 450,000 passengers per year and will be operated by Northern Rail. The daily through put of passengers is expected to start at around 1400 per day.
17. The previously permitted application was for two single face platforms adjacent to the up and down lines sufficient to cater for 6 cars. Although an additional 60m to accommodate 8 cars was shown hatched on the plans for future expansion to the east, this was only indicative and not permitted by the previous application.
18. The current application applies for the full length of the platforms sufficient to accommodate 8 cars (including the future expansion). The platforms will only be built with a length to accommodate 6 cars initially, however by including the additional platform length as part of this application, the future expansion could be built at a later date without a separate planning application. The platforms to be built first will be at the Western end of the site with future expansion to the East (the other way round to that indicated by the previous permission).
19. The previous application permitted two canopies, one on each platform, due to budget restrictions this has been changed to two waiting shelters.
20. A 20m single span steel bridge will provide access between platforms incorporating two lifts. This was permitted with a curved design detail but due to the budget this has been changed to a simplified straight design.
21. The previous permission permitted two car parking areas on the northern side of the railway, to the east and west side of the station building. The current application has a reduction in car parking and proposes only the western parking area which has been reconfigured to maximise the number spaces. 204 spaces are proposed of which 10 will be disabled spaces. The reduction in spaces is because the option the Council exercised specified land for 200 spaces. Although there is a reduction in spaces the number of car parking spaces being provided is still significantly higher than provided as other stations of equivalent size. It is therefore considered acceptable. The access point to the station will remain the same as previously approved.

22. In terms of neighbour amenity the station will be surrounded on all sides by commercial development. It is considered that the amendments to the previously approved scheme will not have a detrimental impact on the surrounding existing commercial or proposed uses, or Buckshaw Village as a whole. The visual impact of the station will be reduced given the proposed reduction in height and the replacement of canopies with waiting shelters.

### **Conclusion**

23. The construction of a station at Buckshaw Village was part of the original permission for the whole site and will benefit the residents and business on Buckshaw Village and the wider area.

24. It is not considered that the changes will result in a significant change in the way the facilities will operate. Although some car parking will be lost the station will still benefit from more parking than most stations of equivalent size.

25. It is accepted that the amendments are a result of having to come up with a best value scheme to ensure it remains viable. It is considered the amendments do this without compromising on passenger facilities.

### **Planning Policies**

#### National Planning Policies:

PPG13

#### Adopted Chorley Borough Local Plan Review

Policies:

GN2, GN5, TR13

### **Recommendation: Permit Full Planning Permission Conditions**

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plans) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

*Reason: To ensure a visually satisfactory form of development and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.*

3. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.

*Reason: To secure proper drainage and in accordance with Policy Nos. EP17 of the Adopted Chorley Borough Local Plan Review.*

4. The development hereby permitted shall not commence until full details of the colour, form and texture of all external facing materials to the proposed building (notwithstanding any details shown on the previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out using the approved external facing materials.

*Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.*

5. The development hereby permitted shall not commence until full details of the colour, form and texture of all hard ground- surfacing materials (notwithstanding any such detail shown on previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.

*Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.*

6. The approved plans are:

Plan Ref.	Received On:	Title:
34548	14 July 2010	Location Plan
M0001-DRG-BAA0001 (PO3)	14 July 2010	Proposed Station Building Plans & Elevations
M0001-DRG-BA00003 (PO2)	14 July 2010	North Elevation (rendered Image)
FFC64A/20120(B)	14 July 2010	Planning Application GA
30012 (B)	14 July 2010	Proposed Site Sections
30014 (D)	14 July 2010	Proposed Footbridge GA Plans & Elevations

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

*Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.*

8. No development hereby permitted shall be operational until the highway which serves the development has been completed in accordance with the details shown on plan reference SCP/08183/005, received 31<sup>st</sup> July 2008, or as otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of highway safety and in accordance with Policy No.TR4 of the Adopted Chorley Borough Local Plan Review.*

9. Before the development hereby permitted is first commenced full details of lighting proposals for the site shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plans. The development shall only be carried out in conformity with the approved details.

*Reason: To protect the appearance of the locality, in the interests of public safety and crime prevention and in accordance with Policy Nos. GN5 and EP21A of the Adopted Chorley Borough Local Plan Review.*

10. Prior to the commencement of the development a methodology statement for the construction of the development hereby permitted, in particular the construction of the platforms and the footbridge, shall be submitted to and approved in writing by the Local Planning Authority. The methodology statement shall include working hours, a timetable for construction and a noise assessment. The development thereafter shall be constructed in accordance with the approved methodology statement.

*Reason: To ensure the amenities of the neighbours are protected and in accordance with Policy EP20 of the Adopted Chorley Borough Local Plan Review.*

11. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail which may have previously been submitted. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and

numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform.

*Reason: In the interests of the amenity of the area and in accordance with Policy No.GN5 of the Adopted Chorley Borough Local Plan Review.*

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