

**Item 4f**                    **12/00605/FULMAJ**

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

**Ward**                      **Astley and Buckshaw**

**Proposal**                **Proposed industrial, warehousing and office development (use classes B1, B2 and B8) including access roads, external works and landscaping.**

**Location**                **Plot 4700 Land to the west of Ordnance Road Buckshaw Avenue Buckshaw Village Lancashire**

**Applicant**                **Roundhouse@Buckshaw Limited**

**Consultation expiry:** **25 July 2012**

**Application expiry:** **13 September 2012**

### **Proposal**

1. Proposed industrial, warehousing and office development, use classes B1 (business), B2 (general industrial) and B8 (storage and distribution), including access roads, external works and landscaping

### **Recommendation**

2. It is recommended that this application is

### **Main Issues**

3. The main issues for consideration in respect of this planning application are:
  - Background information
  - Principle of the development
  - Levels
  - Impact on the neighbours
  - Design and Landscaping
  - Traffic and Transport
  - Contamination and Coal Mines
  - Drainage and Sewers

### **Representations**

4. No representations have been received to the application.

### **Consultations**

5. **Chorley Council Economic Development Section**  
The development of one larger unit and 35 smaller light industrial/office units is supported by Economic Development. The development of these commercial units at Buckshaw will complement the other commercial units available and fulfil a demand for smaller units.
6. The Council's Sites and Premises database shows only 3 other industrial units from 59-68sqm currently available, and therefore it would improve our offer and assist in attracting new inward investment and support smaller start-up businesses.
7. In the current economic climate, many businesses are looking for smaller units initially (at the right price), with the opportunity to expand at a later date.
8. **The Environment Agency**  
Have no objection in principle to the proposed development but wish to make the following comments:

9. The site is located in the Southern Commercial Area on the boundary of what were Areas 4 & 9. BAE Systems remediated these areas and validation reports were accepted by us in 2003. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
10. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS).
11. Foul drainage from the development of this site must be drained to the foul sewer. Surface water from any areas likely to be contaminated should be connected to the foul sewer for which the formal consent of United Utilities Limited is required.
12. For car parks typically larger than 800m<sup>2</sup> in area or for 50 or more car parking spaces, prior to being discharged into any watercourse, surface water sewer or soakaway system, surface water drainage should pass through an oil interceptor designed and constructed to have a capacity appropriate to the site being drained. Oil interceptor efficiency is enhanced by connecting roof water in to the surface water system downstream of the interceptor. However, if the unit is sized accordingly, taking the area of roof drainage into account, then roof water may pass via the interceptor.
13. **The Architectural Design and Crime Reduction Advisor**  
The proposed development of industrial, warehousing and office space is on Buckshaw Avenue, Chorley. During the last 12 months (05/07/2011-05/07/2012) there have been a number of recorded crimes committed within the immediate vicinity of this location.

In order to minimise the risk of burglary at the development, Block G and associated office units the following crime prevention measures are recommended:-

- There was no design and access statement available with this application therefore I am not aware of the intended crime prevention measures to reduce the opportunity for criminal activity.
- CCTV should be installed on the individual office units and warehouse unit providing coverage of the openings e.g. doorways and windows.
- Units should be installed with an intruder alarm system that is monitored through an Alarm Receiving Centre.
- The principles of Secured by Design should be implemented at the site e.g. Windows should have laminated glazing of 6.4mm or more and all windows and doors should be protected externally e.g. with roller shutters.
- Security lighting operated by PIR sensors should be installed around the perimeter of the buildings particularly at the rear.
- The perimeter of the turning area/delivery yard should be well secured with 2.4m fencing e.g. Paladin or a similar railing arrangement and be well illuminated.
- The electric sliding gate leading into the Industrial/Warehouse area should be a rapid closing arrangement so as to avoid/minimise the risk of tail gating. Secure access control arrangements at the site are crucial.
- Car parking areas should be well lit with uniformed lighting levels so as to reduce the fear of crime amongst users and deter potential offenders.

Should Secured by Design accreditation for the individual Units be progressed, further security advice and checklists can be provided by the Police Architectural Liaison Officer.

14. **Chorley Council Planning Policy**  
Support the application. Local Plan policy GN2 supports use classes B1, B2 and B8 use on the site. Core Strategy Policy 1 - Locating Growth allocates Buckshaw Village as a Strategic Site for mixed uses and Policy 9 – Economic Growth and Employment supports other major

development for employment with regionally significant schemes at Buckshaw Village. The site is located in the Southern Commercial Area, being development to create substantial employment growth at Buckshaw and ranked as 'Best Urban' according to the Employment Lane Review. The Southern Commercial Area is allocated for employment uses B1, B2, B8 (policy EP1.16) in the Site Allocations DPD Preferred Option Document. The publication version will be published for consultation in October 2012.

**15. Lancashire County Council (Highways)**

Whilst not against the principle of the site being developed in the manner proposed had concerns over the originally submitted plans:

16. The site is split into two areas north and south. The 35 units (north portion) will be a mixture of small to medium sized units and it is reasonable to assume that there will be regular visits by delivery/collection wagons to the site. Based on the proposed site layout there will be no separate provision for operational space and as such the site will need to rely on on-street serving arrangements with wagons parking on the access roads (aisle). Delivery vehicles parking on the road will cause congestion with parked cars being blocked in and also having to give way either side of the stopped wagon. It will also result in delivery vehicles undertaking reversing manoeuvres along the aisle areas. Given the significant level of staff and visitor car movements may be expected to be generated on the site by the starter units, the above servicing arrangements will result in a significant level of vehicular conflict with the site increasing hazard unacceptable. From the site layout it is also unclear what the system for refuse collection will be on site.
17. In relation to the south portion, the staff and visitor parking area is located to the southern part of the site and will require vehicles to drive/pass through the operational area of the car park. This is likely to result in significant risk of vehicular conflict and increasing hazard unacceptable. There is also no designated route marked out leading to the car parking area. The site is also shown with electric gates as such I would assume the gates will maintained open during the day as otherwise will result in HGV's waiting on the main access road for the gates to open. This would have a detrimental impact on road safety of other road users. A direct pedestrian access point should also be provided off the public footway enabling easier access to the main building from the highway and not through the gates entrance.
18. If they are to support the application, they stated they will require the site layout to be amended addressing the above concerns.

## **Assessment**

### Background Information

19. The proposal is in two parts. The southern part will house one single commercial unit which will have its own independent access, parking and serving arrangements. The majority of the space will be allocated to full height storage/manufacturing (B2/B8 uses) with the remainder being an ancillary two-storey office accommodation at the eastern end of the building. It is advised at this stage that the building will be occupied by the English Trading Company who specialise in manufacturing and importing hotel bed linen and soft furnishings for the hotel and contract accommodation industry, such as cruise ships. They are currently based in Preston and are looking for larger premises. They do not supply to the general public.
20. The northern part of the site is proposed as an estate of a maximum of 35 lettable light industrial/office units used for B1, B2 and B8 uses. These are intended as 'starter units' with maximum flexibility to combine them to create larger units depending on the requirements of users or as businesses grow. Each unit will accommodate a mezzanine floor.

### Principle of the Development

21. Outline planning permission was granted for this site along with the rest of Buckshaw Village under permission 97/00509/OUT and subsequent permission 02/00748/OUTMAJ. Policy GN2 of the Local Plan states that high quality and phased development will be permitted for purposes appropriate to the concept of an Urban Village for a mix of uses including B1, B2 and

B8. Development of the site is therefore acceptable in principle. A Southern Commercial Area Design Code was drawn up in 2006 as a requirement of these permissions which the proposal must be assessed against.

22. The Design Code has a land use plan and this area is shown as Business or Commercial and the Masterplan shows it as B1 use.
23. The Design Code document at paragraph 1.7 states that *'The Land Use Master Plan for Buckshaw is the developer's vision for the village. It is not a detailed layout but a framework to work within'*.
24. The starter units are proposed as B1, B2 and/or B8 uses. The large unit to the south would be B2/B8 with ancillary offices. B1 use would comply with the Masterplan for this area, however the other uses would not.
25. Section 5 of the Southern Commercial Design Code states that high quality uses such as offices and hotels are envisaged along Buckshaw Avenue, with larger B8 type uses are proposed on the buffer zone, which reflects what is proposed on the adjacent strategic regional site. However there have been no applications on the site pursuant to the outline application. The starter units would allow the provision of B1 units but also allow B2 and B8 uses so although it is not entirely in accordance with the Masterplan it is still partly in compliance. In addition the Masterplan for the area was produced in 2006 before the economic downturn. The Council's Economic Development Section support the proposal. They state the development of these commercial units at Buckshaw will complement the other commercial units available and fulfil a demand for smaller units in the current economic climate. Many businesses are looking for smaller units initially (at the right price), with the opportunity to expand at a later date.
26. The larger unit on the south part of the site (B8/B2 use) with ancillary offices would also not be in conformity with the Masterplan of B1 for the site.
27. However, in determining this application the Council must take into account other materials considerations in determining the application. Since the Design Code for the area was drawn up in 2006 the National Planning Policy Framework (NPPF) has been introduced, which replaces former national Planning Policy Guidance Notes and Statements.
28. The NPPF states that at its heart is a presumption in favour of sustainable development. The Government is committed to securing economic growth in order to create jobs and prosperity ...and ensuring that the planning system does everything it can to support sustainable economic growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.
29. Local Plan policy GN2 supports use classes B1, B2 and B8 use on the site. The Council also now has an adopted Core Strategy. Core Strategy Policy 1 - Locating Growth allocates Buckshaw Village as a Strategic Site for mixed uses and Policy 9 – Economic Growth and Employment supports other major development for employment with regionally significant schemes at Buckshaw Village. The site is located in the Southern Commercial Area, being development to create substantial employment growth at Buckshaw and ranked as 'Best Urban' according to the Employment Lane Review. The Southern Commercial Area is allocated for employment uses B1, B2, B8 (policy EP1.16) in the proposed Site Allocations DPD Preferred Option Document. The publication version will be published for consultation in October 2012.
30. The NPPF states that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
31. Weighing these factors as a material consideration, although much of the proposal would not

comply with the Design Code the need to support economic growth in the NPPF is considered to carry significant weight sufficient to outweigh the original Design Code allocation for this part of the Southern Commercial Area and the proposal is therefore considered acceptable in principle.

#### Levels

32. The site is largely flat. A condition regarding finished floor levels will be applied to any permission to ensure they are appropriate to the current ground levels.

#### Impact on the neighbours

33. The site is away from residential properties being between the Tesco site and a warehouse, office and trade counter building to the north of the site (plot 4500 in the Masterplan), permitted under permission 11/01080/FULMAJ but which has not yet been implemented.
34. To the west of the site is Tesco's service yard and approved but not yet built village high street with commercial uses on the ground floor with apartments above and a block for three storey apartments closest to the starter units on the north part of the application site. Given the site's location within a mainly commercial area it is considered that the proposal is acceptable in terms of neighbour amenity, providing that 'Block A' of the starter units are conditioned to be only used for B1 or B8 uses rather than B2 uses to avoid disturbance to the nearest apartments.

#### Design

35. The large unit to the south of the site will have a pitched roof and be 50m x 25m with an eaves height of 8.6m and ridge height of 10.9m. It has been designed so that its east elevation facing Ordnance Road will have areas of glazing to add visual interest to this end of the building, the angle from which it will be viewed the most. An area of glazing will also 'wrap around' the southwest corner. The building will be clad in red facing brickwork and profile still cladding with powder coated aluminium doors and windows.
36. The starter units will be split into various size blocks with different roof forms. The largest block will be sited against Ordnance Road with a mono-pitched roof sloping away from the road. Amended plans have been received moving this block further away from Ordnance Road to allow more landscaping to be implemented as required by the Masterplan for this area which shows a Landscape Framework along this boundary. In addition more windows have been added to this elevation to ensure this important elevation has visual interest and avoid it being blank, something that the Council insisted upon on the building to the north. The amended plans are considered acceptable in this respect.
37. The smaller blocks will either have similar mono-pitched roof or dual-pitched roofs and will be also be constructed of red brick and cladding with powder coated aluminium doors and windows. Each of the units will have parking to the front.
38. The starter unit part of the site to the north will be fenced between the buildings with barriers at the entrance and exit to prevent access when the site is not in use. The site to the south will also be fenced. Amended plans have been received showing the fencing moved inside the landscaping on the east and southern boundaries to reflect the fencing on Buckshaw Link to the east and give a softer edge to the development. Full details of fencing will be required by condition.
39. The design of the proposal is therefore considered acceptable subject to conditions including samples of materials to be provided.

#### Traffic and Transport

40. Lancashire County Council Highways initially had some concerns about the layout within the site. Amended plans have now been received altering the layout to provide a designated route to the parking area on the southern part of the site. To the north the site layout has been amended so that the main route through is one-way so that larger vehicles do not have to make awkward turns. In addition, service vehicle laybys have been added to ensure that they are not

forced to wait on the internal roads leading to conflict and congestion with other users. A bin store has also been added adjacent to one of the service laybys to allow refuse vehicles to park there. The layout is now considered to address the concerns raised by LCC Highways and is therefore acceptable in relation to policy TR4 of the Local Plan.

41. In terms of parking the floor area of the starter units totals 2,290m<sup>2</sup>. Each unit has an option for a future mezzanine which would add a further 1,140m<sup>2</sup> if every unit added them which would total 3,430m<sup>2</sup>. The parking standards within the Regional Spatial Strategy and reflected in the Council's emerging Site Allocations and Development Management Policies document requires 1 space per 40m<sup>2</sup> of floor space for B1 uses, 1 space per 60m<sup>2</sup> for B2 uses and 1 space per 100m<sup>2</sup> for B8 uses. The starter unit part of the site is proposed to be flexible as to which of these uses the units can be used for (apart from Block A, units 1-4 which it is proposed to be conditioned as B1 or B8 uses only for neighbour amenity purposes). Depending on the uses the units are put to then the parking requirement for this part of the site would be between 34 and 86 spaces. The layout proposes 75 spaces which is considered acceptable as it is unlikely that all the units will be used for B1 uses that would require the higher number of spaces. The 5% disabled parking requirement is met.
42. The larger unit on the southern part of the site will have a floor area of 1,320m<sup>2</sup>. The building will be a mixed use B2/B8. A full B2 use would require 22 spaces and a full B8 use would require 13 spaces. The application proposes 20 spaces. As the building will be used as a mixed use the parking level proposed is considered acceptable and again the 5% disabled spaces requirement is also met.
43. The proposal is therefore considered acceptable in relation to policy TR4 of the Local Plan and the Council's parking standards.

#### Contamination and Coal Mines

44. The application site has been remediated as part of the wider Southern Commercial Area and validation reports for this accepted by the Environment Agency. A condition will be applied to any permission as requested by them that if contamination not previously identified is found to be present, then an amendment to the remediation strategy detailing how it will be dealt with shall be submitted.
45. The site is not in a Coal Referral Area or a Standing Advice area as defined by the Coal Authority.

#### Drainage and Sewers

46. The whole of Buckshaw including this area has an outline permission to be developed, so the principle of development is already established in terms of drainage. A condition will be applied requiring details of foul and surface water to be submitted before commencement of the development.

#### **Overall Conclusion**

47. Although the proposal is for commercial/employment uses some parts of it do not comply with the Use Classes the site was allocated for in the Southern Commercial Design Code and its associated Masterplan drawn up in 2006. However, no other applications have been made on this site and since 2006 the Government have introduced the NPPF which states that at its heart is a presumption in favour of sustainable development. This states that significant weight should be placed on the need to support economic growth through the planning system. The Council's Economic Development Section also support the application as there is a demand for smaller starter units in the current economic climate. The weight the NPPF gives to economic growth is considered a material consideration that weighs in favour of allowing this application.

#### **Planning Policies**

##### National Planning Policies:

NPPF

Regional Spatial Strategy for the North West (and Partial Review)

Parking Standards

Adopted Chorley Borough Local Plan Review

Policies: GN2, TR4

Supplementary Planning Guidance:

- Statement of Community Involvement
- Design Guide

Chorley's Local Development Framework

- Policy SR1: Incorporating Sustainable Resources into New Development
- Sustainable Resources Development Plan Document
- Sustainable Resources Supplementary Planning Document

Joint Core Strategy

Policy 1 - Locating Growth

Policy 9 – Economic Growth and Employment

Site Allocations and Development Management Policies DPD – Preferred Option Paper

ST5A Car Parking Standards

**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 any lighting to the north (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) or south (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) part of the site (or both) is erected, full details shall be submitted for that part of the site to and approved in writing by the Local Planning Authority. The lighting shall then only be carried out in accordance with the approved details.**  
***Reason: To ensure any lighting is appropriate to the area and in accordance with policy EP21A of the Adopted Local Plan Review.***
- 3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (Schedule 2, Part 8, Class A) or any Order revoking or re-enacting that Order, no internal alterations involving the removal of party walls between the individual units shall be carried out in respect of blocks A- F hereby permitted, which would enlarge them so that any single unit has a ground floor area of more than 206m<sup>2</sup> (excluding mezzanine floor).**  
***Reason: To prevent a proliferation of over large units in this area when significant weight has been given to the creation of smaller starter units and in accordance with Policy No. EM2 of the Adopted Chorley Borough Local Plan Review.***
- 4. The mezzanine floors in Blocks A-F (as shown on drawing 1968-11 02 Rev A) shall not be increased in size from that hereby permitted and no mezzanine floor shall be inserted in Block G (as shown on drawing 1968-11 03 Rev B) without express planning permission being granted.**  
***Reason: To ensure Blocks A-F are retained as small starter units to which weight has been given in determining the application, and that all Blocks A-G have sufficient parking space for their floor area and in accordance with policies GN2 and TR4 of the Local Plan and Polices 1 and 9 of the Core Strategy.***

5. The development hereby permitted on the north part of the site (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) shall not commence until samples of all external facing materials to the proposed building(s) (notwithstanding any details shown on previously submitted plan(s) 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. GN2 and GN5 of the Adopted Chorley Borough Local Plan Review and Policy 17 of the Core Strategy.*
6. The development hereby permitted on the south part of the site (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) shall not commence until samples of all external facing materials to the proposed building(s) (notwithstanding any details shown on previously submitted plan(s) 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. GN2 and GN5 of the Adopted Chorley Borough Local Plan Review and Policy 17 of the Core Strategy.*
7. The development hereby permitted on the north part of the site (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) shall not be occupied until the access, roads and parking as shown on drawing ref: 1968-11 02 Rev A) have been constructed in accordance with the approved details. The development shall then remain as per the approved layout.  
*Reason: In the interests of highway safety and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.*
8. The development hereby permitted on the north part of the site (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) shall not be occupied until the access, roads and parking as shown on drawing ref: 1968-11 03 Rev B) have been constructed in accordance with the approved details. The development shall then remain as per the approved layout.  
*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 on the north part of the site (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). 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 the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.*
10. Before the development hereby permitted on the south part of the site (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). 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 the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.*



11. Before the development on the north part of the site (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) 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 plan(s)) 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, to protect the amenities of occupiers of nearby property and in accordance with Policy Nos. GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.*
12. Before the development on the south part of the site (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) 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 plan(s)) 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, to protect the amenities of occupiers of nearby property and in accordance with Policy Nos. GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.*
13. No materials or equipment shall be stored on any part of the site other than inside the buildings.  
*Reason: In the interests of the amenity of the area and in accordance with Policy No. EM2 of the Adopted Chorley Borough Local Plan Review.*
14. The approved plans are:
- | Plan Ref.        | Received On:   | Title:                        |
|------------------|----------------|-------------------------------|
| 1968-11 02 rev A | 21 August 2012 | Site Plan                     |
| 1968-11 03 rev B | 21 August 2012 | Site Plan                     |
| 1968-11 04       | 14 June 2012   | Block A, Units 1-4            |
| 1968-11 05       | 14 June 2012   | Block B, Units 5-9            |
| 1968-11 06       | 14 June 2012   | Block C, Units 10-11          |
| 1968-11 07 rev A | 14 June 2012   | Block D Elevations            |
| 1968-11 08       | 14 June 2012   | Block E, Units 25-32          |
| 1968-11 09       | 14 June 2012   | Block F, Units 33-36          |
| 1968-11 10       | 14 June 2012   | Block G, Proposed Floor Plans |
| 1968-11 11       | 14 June 2012   | Block G, Proposed Elevations  |
- Reason: To define the permission and in the interests of the proper development of the site.*
15. The development hereby permitted on the north part of the site (defined as Blocks A-F as shown on drawing ref: 1968-11 02 Rev A) shall not commence until details of the proposed foul and surface water drainage arrangements have been submitted to and approved by the Local Planning Authority in writing. No part of the north part of the development shall be occupied until the approved surface water drainage arrangements have been fully implemented.  
*Reason: To secure proper drainage and to prevent flooding and in accordance with Policy Nos. EP18 and EP19 of the Adopted Chorley Borough Local Plan Review.*
16. The development hereby permitted on the south part of the site (defined as Block G as shown on drawing ref: 1968-11 03 Rev B) shall not commence until details of the proposed foul and surface water drainage arrangements have been submitted to and approved by the Local Planning Authority in writing. No part of the south part of the development shall be occupied until the approved surface water drainage

arrangements have been fully implemented.

*Reason: To secure proper drainage and to prevent flooding and in accordance with Policy Nos. EP18 and EP19 of the Adopted Chorley Borough Local Plan Review.*

17. The buildings hereby permitted shall only be used for purposes falling within the Use Classes (of the Schedule to the Town and Country Planning (Use Classes) Order 1987) as listed below:

- Block A (Units 1 to 4) (as shown on 1968-11 02 rev A) – Use Class B1 and/or B8
- Blocks B – F (Units 5 to 36) (as shown on 1968-11 02 rev A) – Use Class B1, B2 and/or B8
- Blocks G (as shown on 1968-11 03 rev B) – Use Class B2 and/or B8
- The buildings shall be used for no other purpose than those listed above or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

*Reason: To clarify the permission and protect the amenities of local residents and in accordance with Policy Nos. GN2 of the Adopted Chorley Borough Local Plan Review and Policies 1 and 9 of the Core Strategy.*