

**Item A. 2**                      **06/00266/FULMAJ**                      **Permit (Subject to Section 106)**

**Case Officer**                      **Mrs Helen Lowe**

**Ward**                                      **Euxton North**

**Proposal**                              **Proposed 2no. three storey office units and service roads, landscape areas and car parking.**

**Location**                              **Chorley Business And Technology Centre Euxton Lane Euxton Lancashire PR7 6TE**

**Applicant**                              **Mr J Hindle**

**Proposal**                              This application proposes the erection of two, three storey office blocks (with a combined floor area of 3226 sq m) at Chorley Business and Technology Centre, Euxton Lane. The application site comprises an area of land at the junction of Euxton Lane and Central Avenue. It is bounded to the north by the railway line. Access to the site is via an unadopted road from the Milestone Meadow estate.

**Planning Policy**                      The following policies from the Adopted Chorley Borough Local Plan Review are considered relevant:  
GN1 Settlement Policy – Main Settlements  
GN2 Royal Ordnance Site, Euxton  
GN5 Building Design and Retaining Existing Landscape Features and natural Habitats  
EM1 Employment Land Allocations  
EM2 Development Criteria for Industrial/Business Development  
TR1 Major Development –Tests for Accessibility and Sustainability  
TR4 Highway Development Control Criteria

The following central government guidance is also considered relevant:

Planning Policy Guidance Note 4: Industrial, Commercial Development and Small Firms

Planning Policy Statement 6: Planning for Town Centres

**Planning History**                      There is no relevant planning history for the application site itself, however recently permission was granted for four two storey office blocks adjacent to this site (ref. 9/04/00626/FULMAJ). These units are currently under construction.

**Consultees Responses**                      The following consultee responses have been received:

Environmental Protection: No objections

Head of Planning Policy: The application site lies partly within the Royal Ordnance Site, as designated by Policy GN2. This Policy states that the development of the site will be for mixed uses, which includes employment uses in class B1. Part of the proposal also lies predominantly in the boundaries of the allocated EM1.11 employment site, where use classes B1 or B2 are acceptable, but also crosses into the Euxton settlement, covered by Policy GN1. However, PPS6 classifies offices as a main town centre use.

Therefore unless the offices are ancillary to a current use on the site, the applicant should demonstrate that the development is of an appropriate scale, that there are no more central sites for the development, that there are no unacceptable impacts on existing centres and that the development is in an accessible location.

Lancashire County Council Highways: recommends that a simple transport assessment should be carried out by the developer and that the levels of parking to be provided do not meet the requirements set out in the Joint Lancashire Structure Plan 2001-2016 "SPG Access and Parking", in terms of provision of spaces for the mobility impaired and cycle/motorcycle provision. It is also requested that a cycle/pedestrian link to the Euxton Lane/Central Avenue and bus stops/cycle routes.

Following the receipt of amended plans and completed simple transport assessment form the County Highways Engineer states that they have no further comments to make on the accessibility of the site. The footway/cycle link to Euxton Lane is welcomed, however the mobility paces and pedestrian routes to the buildings are not well located, safe or provide adequate access to the buildings. Secure cycle lockers should be provided.

Engineering Services Group: make the following comments:

- No traffic capacity issues exist at present at the soon to be adopted junction of Euxton Lane, however major problems are reported from residents of Milestone Meadow of the excessive speed of vehicles exiting the industrial estate;
- This increase in trips into and out of the proposal would exacerbate this. Monies/contribution should be sought to calm existing traffic exiting East Terrace from the developer;
- The private road is unsuitable for adoption and unsuitable for this level of increased traffic.

Lancashire County Council Strategic Planning and Transport: considers the proposal to be acceptable in principle in terms of strategic planning policy. The level of parking proposed is acceptable, but the draws attention to the need to provide parking for the mobility impaired, bicycles and motorcycles. It is also recommended that a developer contribution be sought towards transport improvements. It is noted that existing development in the area is contributing towards the provision of a new bus service along Central Avenue and the construction of a new railway station.

Urban Designer/Conservation Officer: Whilst design principles held within this scheme have been accepted previously elsewhere on this site, the scale and prominence of the proposed buildings makes it extremely important that a standard of design is achieved that complements the surrounding area. The Urban Design officer then goes on to suggest a number of improvements that could be made to improve the appearance of the building (such as increasing the verticality of the building, altering the escape stairs and importance of achieving suitable boundary treatments).

### **Third Party Representations**

One letter has been received from a resident of Milestone Meadow. They make the following comments:

- The developer should be required to improve the section of

the East Terrace Access Road. Vehicles leaving the Technology Centre come round the corner at such a speed that vehicles turning right from Milestone Meadow frequently have to brake sharply to avoid a collision. There is also a lack of pedestrian footpaths on this section.

### **Applicant's Case**

The applicant has put forward the following in support of the application:

- The site is located in a very sustainable location. It is immediately adjacent to a regular bus service which will be enhanced in the near future as a result of the continuing development of Buckshaw Village. The site is within 200m of the proposed Buckshaw Village Railway station and there is an existing and proposed cycle network in the area.
- There are good vehicular transport networks surrounding the site giving easy road access to the M6 and M61 motorways.
- The area is developing into a commercial centre which is an integral part of the Buckshaw Village development and allows opportunities for residents of the development and other nearby residential areas to work within walking distance of their homes;
- There is positive interest from a local office of a UK plc company in taking one of the two proposed buildings (which unfortunately cannot be named as yet) and a recent property search has revealed that no such accommodation exists in Chorley Town Centre (this information has been supplied by a Chartered Surveyor/Property Consultant);
- Chorley and Euxton in particular is the preferred location for this particular company who have related service suppliers and sister organisations close by.

### **Assessment**

Policy GN2 states that high quality and phased development at the Royal Ordnance site will be permitted for purposes appropriate to the concept of an urban village. Policy GN5 advises that proposed developments should be well related to their surroundings, including public spaces and with landscaping fully integrated into the overall scheme. Policy EM2 details the criteria that employment developments should meet, including the provision of suitable and safe access by a variety of means and the need for suitable design and landscaping. Proposals should also not prejudice future or current economic activities within nearby areas.

The number of parking spaces to be provided (87). Of these, 10 are mobility impaired spaces. An additional 6 spaces have been made available for motor cycles and space for cycle parking has been indicated (although not the form that this would take). This provision accords with the Lancashire County Council Adopted Parking Standards.

The concerns of the County and Borough Highway Engineers regarding the unsuitability of the access road are noted. However it is considered that in light of other recent permissions nearby it would be difficult to refuse the permission on these grounds. With regard to the need to seek a financial contribution from the developer towards highway/accessibility improvements, again it is considered that this would be unreasonable as contributions were not sought for the earlier permission and the basis for the figure suggested by the County Council Strategic Planning and Transport

section is an as yet unadopted document. The proposal is therefore considered to accord with policies TR1 and TR4.

Aside from the issues of highway safety, it is not considered that the proposal would give rise to any undue loss of amenity for residents of the nearby Milestone Meadow Estate. The application site is located at the furthest point away from the residential properties on the industrial estate (approximately 480m from the nearest residential property).

The design and appearance of the proposed buildings is similar to that of those approved under application 9/04/00626/FULMAJ. However, as the buildings are located in such a prominent position on the site (with the rear of the buildings effectively providing the main frontage along Euxton Lane) and three storey rather than two storey it is considered important that a high standard of design is achieved. The applicant has amended the design of the proposals to accord with the comments of the Urban Design Officer. It is considered that that subject to the imposition of condition requiring details of landscaping to be submitted and agreed, the design is considered to be acceptable.

With regard to the requirements of PPS6 for the applicant to demonstrate that a sequential approach to site selection has taken place, in light of the recent approvals elsewhere on the site, it is not considered necessary for the applicant to provide full evidence that this approach has been taken. The Council's Economic Regeneration Section keeps a database of vacant commercial premises in the Borough, the largest currently available is 1251 sq m in floor area and located in Ecclestone. Taking this into consideration; the applicant's need to locate in this particular location and the fact that the site can be accessed by a variety of means of transport (the accessibility of the site is also likely to increase in the future with the development of Buckshaw village, the SRS and railway station) it is considered that the proposed development would not unduly conflict with the aims of PPS6 and not give rise to undue harm to the vitality and viability of nearby town centres.

## **Conclusion**

On balance it is considered that the proposal would not be unduly detrimental to highway safety, nor conflict with the aims of PPS6. The design and appearance is acceptable and the proposal would not cause undue harm to neighbour amenity.

## **Recommendation: Permit (Subject to Section 106) 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 91 of the Town and Country Planning Act 1990.*

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 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.*

3. No part of the development hereby permitted shall be occupied or used until a means of vehicular access has been constructed in accordance with the approved plans.

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

4. 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.*

5. 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.*

6. The development hereby permitted 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. GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.*

7. Before the development hereby permitted is first occupied, the car park and vehicle manoeuvring areas shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

*Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR8 of the Adopted Chorley Borough Local Plan Review.*

8. The approved plans are:

Plan Ref.	Received On:	Title:
P.431/17/B	26 May 2006	Location Plan
P.431/15 Rev B	26 May 2006	Plans and Elevations
P.431A/16 Rev A	26 May 2006	Proposed Site Layout

*Reason: To define the permission and in the interests of the proper development of the site.*

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