

**Item A. 4**                      **06/00589/REMAJ**                      **Permit (Subject to Section 106)**

**Case Officer**                      **Mr Neil Higson**

**Ward**                                      **Astley And Buckshaw**

**Proposal**                              **Erection of regional distribution centre, including warehouse/storage, ancillary offices, car and lorry parking, access and part circulation space, gatehouse, MHE store and fuel point (site area 6.6 Ha),**

**Location**                              **Site 6 And 8 Buckshaw Avenue Buckshaw Village Lancashire**

**Applicant**                              **Wolseley Uk Ltd & Helioslough**

**Proposal**                              The proposal is a reserved matters application by Wolseley Uk Ltd & Helioslough for the erection of a regional distribution centre to include warehouse/storage, ancillary offices and associated access, gatehouse, car and lorry parking, hard standing and landscaping on Site 6 & 8 of the Strategic Regional Site (SRS). The western end of the proposal extends beyond the boundary of the SRS and into the industrial area of the Southern commercial area as granted permission under the Buckshaw Village Outline Planning Permission 02/00748/OUTMAJ, the SRS was granted Outline Planning Permission (OPP) under reference 04/00882/OUTESM. A separate reserved matters application for the elements of the proposal falling within the area covered by 02/00748/OUTMAJ is reported elsewhere on this agenda under reference 06/00590/REMAJ. The applicant has offered up a unilateral undertaking under S106 which will tie the two permissions together so that either proposal could not be implemented independently of the other.

The site has an area of 6.6ha and will be accessed from the link road proposed in the Outline SRS which is some considerable way towards completion. The link road connects with the A6 opposite the Sea View public house and through to Buckshaw Village to connect with Central Avenue near Buckshaw Hall.

The building is a high bay warehouse with a height of 17m, being approximately 248m long and 115m wide providing a total of approximately 34,600 sq m (372,000 sq ft) of floor space. This will include 3,300 sq m (35,600 sq ft) in the form of 2 mezzanines (east and west) and 520 sq m (5,600 sq ft) of operations office across 2 floors internal to the warehouse. It will also include just over 2,000 sq m (22, 000 sq ft) of main office space across 4 storeys in a projection measuring 33.5m wide by 12.5m deep attached to the north-east corner of the building. The warehouse will be clad in a combination of horizontal profiled sinusoidal cladding in colour coat Prisma Aquarius and composite waveform flat panel steel cladding in Metallic Silver. The office element will be faced in a combination of blue anti sun glazing, horizontal profiled sinusoidal cladding in grey aluminium and curtain walling with dark grey feature transoms. There is to be staff car parking to accommodate 200 cars with 19 visitors' parking spaces in a parking area to run parallel to and between the northern elevation of the building and the A6 link road. Part of the access, a gatehouse to match the

design of the offices, an area of hard surfacing for HGV manoeuvring and the western boundary buffer planting are reported elsewhere on this agenda under reference 06/00590/REMMAJ. Landscaping buffers are also proposed to the southern and eastern boundaries with planting throughout the car park and adjacent to the feature Lake (Lake 5) which runs along the length of the frontage adjacent to the link road.

Wolseley is the world's largest specialist trade distributor of plumbing and heating products and also a leading distributor of building materials, lumber products and industrial pipes, valves and fittings. The proposal for the regional Distribution Centre will support its rapidly expanding business in the UK and will provide sales, distribution, specialist technical support and administration services to its trade and public customers.

## **Planning Policy**

The Strategic Regional Site is a major developed site in the Green Belt (Policy DC6). It is allocated as a Regional Investment Site in the Chorley Borough Local Plan Review (Policy EM1A) and Joint Lancashire Structure Plan (Policy 15). A very small part of the site at the western incorporating part of the access, the gatehouse and the manoeuvring area referred to above falls outside of the Regional Investment site and is therefore covered by Policy GN2 Royal Ordnance Site. Other relevant policies include:

### Chorley Borough Local Plan Review

- GN5 – Building Design
- EM1A – Regional Investment Site
- EM2 – Development Criteria for Industrial / Business Development
- EP18 – Surface water run off
- EP20 – Noise
- EP21A – Light Pollution
- TR4 – Highway Development Control Criteria
- TR8 – Parking Provision Levels
- TR11 – Bus Services
- TR18 – Provision for Pedestrians and Cyclists in New Developments

### Joint Lancashire Structure Plan

- Policy 7 – Traffic and Parking
- Policy 15 – Regional Investment Site

## **Planning History**

04/00029/FULMAJ - Remediation and reclamation earth works. Approved 28 April 2004.

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) – 16/12/02.

04/00882/OUTESM - Outline application for employment development including full details of a link road – 23/12/04.

06/00590/REMMAJ - Part gatehouse, circulation space, MHE

store and fuel point, associated with the erection of Regional Distribution Centre (Site area 1.0 Ha) – being considered concurrently with this application.

06/00601/REMAAJ – Site 2 - Reserved Matters Application for the erection of 18,353 Sq m building for B2/B8 use with ancillary parking areas and landscaping – not yet determined.

06/00602/REMAAJ – Site 3 - Reserved Matters Application for the erection of 9,821 Sq m building for B2/B8 use with ancillary parking areas and landscaping – not yet determined.

### **Applicant's Case**

The applicant makes the following points in support of the proposal:

- The development of the centre will create up to 300 new jobs for people in the Chorley area.
- The company is investing £100 million in new facilities including the Regional Distribution Centre (RDC) whose primary purpose is to meet increasing capacity set in the context of current and planned future growth.
- The RDC will be deployed with best practices with the development of improved processes and skills by developing more modern and technologically advanced distribution methods.
- The development will be well related to public transport.
- Overall Revolution Park will comprise of a cluster of industrial buildings ranging from 34,000 sq m on site 6/8 to just over 9,000 on site 3. It is intended to establish a qualitative benchmark for B2/B8 development nationally to attract major inward investment of high quality end users to Chorley.
- A holistic design approach to all buildings will create a strong overriding design theme, elevational treatments and selection of a limited palette of high quality materials, colours and textures.
- The design is a combination of built form, hard and soft landscaping, water features, lighting, signage and branding.
- The submitted design statement is intended to cover the whole of Revolution Park and reflects the objective of the original master plan with significant landscape buffers between each of the building plots running north – south all of which are greater than 20m. The southern boundary of the Wolseley building is suggested to be reduced to between 10 –14m to allow for operational requirements in the rear service yard while maintaining a strong boundary treatment adjacent to the railway corridor.
- The development will follow a commitment to sustainable development with a number of measures proposed to enhance the environmental performance of the building. It is also proposed to seek Secured by Design accreditation and DDA compliance on access.
- The proposed development would be fully in accordance with both the SRS and the Buckshaw Outline Planning Permissions.

**Representations** Three letters have been received objecting to the proposal on the following grounds:

- Increase in the general traffic flow including heavy lorries etc onto the A6 Preston Road;
- Increase in traffic noise, which has become far more apparent since the works at the new Sea View junction causing traffic to back up towards Hartwood. Traffic stopping at this new traffic light junction will mean this will be permanent;
- Increased pollution and impact on health;
- Concerned over 24 hour working and therefore disturbance through the night;
- The proposed size of the development is vastly out of proportion with the surroundings and is not in character with the culture or history of the area;
- Impact on privacy;
- Affect on safety and car parking of properties fronting onto Preston Road;
- These proposals will undoubtedly be at the expense of trees and green areas which are rich in nature and wildlife

**Consultations**

**The Head of Public Space Services (Highways)** S38 Agreement required for “main” road link, road details required generally appears ok.

**Lancashire County Council (Planning)** make the following comments:

- Policy 15 of the Structure Plan states that the Regional Investment Site should be used “primarily for high quality generic manufacturing uses and knowledge-based industries”. I am aware that outline planning permission was granted for the site with a Section 106 Agreement requiring not less than 40% of the site is to be used for High Quality Generic Manufacturing uses and Knowledge Based Industry. In view of this it is considered that this application on its own would be acceptable in terms of Structure Plan Policy provided it will not prejudice this threshold.
- It is considered that an area-wide Travel Plan for the whole of the Regional Investment Site should be provided and a more specific travel plan for this proposal that ties in with the wider area plan.
- The overall level of parking is considered to be considered acceptable in terms of Joint Lancashire Structure Plan “Parking Standards” however, the proposals do not appear to contain a satisfactory level of mobility impaired and parent/child parking and no provision appears to have been made for cycles or motorcycles. Parking for the mobility impaired and Parent/child parking should be a minimum of 1 per 10 car spaces. Motorcycles should be at a minimum of 1 per 25 car spaces, while provision for bicycles should be at a minimum of 1 per 10 spaces. Such provision should include

long-stay covered secure parking.

- Lancashire Planning Officers Society has produced a draft policy paper on Planning Obligations, which is being used to calculate transport contributions. Using the methodology contained within a developer contribution of £914,748.40 should be sought towards transport improvements. However, in view of the fact that this application is for reserved matters and that measures are already in place to provide footpaths/cycle paths, bus stops etc it is recommended that a minimum funding of £700,000 is sought towards the funding of a bus service.
- The design and layout would create a self-contained landscape, unrelated to its surroundings, with large-scale buildings, modern materials (composite cladding in metallic dark grey and blue), landscape strips, formal water bodies and avenues of trees. The proposals would create a modern suburban commercial character, which makes no reference to the surrounding character.
- Section 9 of the design statement refers to landscaping from local provenance; this can only apply to the native planting along the southern boundary, since the remaining planting is exotic. Planting along the western boundary, referred to, as mass native planting comprises predominantly non-native conifers and measures 15m rather than 20m. The southern boundary buffer comprises native species and measures 10m reduced from 20m the eastern boundary planting is missing. Compensatory planting should be carried out in lieu of the reduction in the buffers.

**Lancashire County Council (Highways)** makes the following comments:

- Refer you to the standards for mobility, cycle and motorcycle parking as contained within JLSP.
- There appears to be no mention of a Travel Plan in the submission what is CBC's view on this issue as there appears to be no reference in the Outline permission.

**Environment Agency** has no objection in principle to the development but suggests a number of conditions.

**United Utilities** have no objection provided that this site is drained on a separate system with only foul drainage connected into the foul sewer, while surface water should discharge to the watercourse/soakaway/surface water sewer.

**North West Regional Development Agency** states that strategic regional sites should act as flagship developments for the North West. Standards of design, energy conservation, landscaping, quality of construction and urban design should ensure that all new development at the site contributes positively to environmental quality. The S106 Agreement attached to the outline requires that no less than 40% of the SRS is to be used for high quality generic manufacturing uses knowledge-based industry. The proposal represents a significant

investment in the Central Lancashire sub-region with the potential to create 300 jobs. Subject to the 40% requirement being met, the Agency wishes to express support for the proposals, which are consistent with Action 80 in the Regional Economic Strategy (RES) and will contribute to the delivery of the Agency's objectives for the SRS.

**Economic regeneration (Landscape)** - No objection in principle. The outline planting proposals show mass native planting to the western boundary, most of the proposed planting is non-native and is between 30 – 50m tall when mature. It might be better to interplant the trees with native shrubs to provide some shelter and habitat for wildlife to reflect the planting shown for the southern boundary. The design statement is very good and gives a strong identity to the area and continuity should be maintained throughout the whole of the SRS.

**Health and Safety Executive (Explosives Directorate)** – No objections.

**Director of Streetscene, Neighbourhoods and Environment** – no objections.

**Coal Authority** – standing advice.

## **Assessment**

### **Principle of the use**

The site constitutes combined plots 6/8 on the Regional Investment Site identified in Regional Planning Guidance for the North West. This designation is carried through into Policy 15 of the Joint Lancashire Structure Plan which states that land will continue to be allocated at Royal Ordnance Euxton primarily for high quality generic manufacturing uses and knowledge based industry. The policy also requires development to have high standards of development quality, urban design, landscaping and energy conservation co-ordinated by a masterplan. The designation is further carried through to the Chorley Borough Local Plan Policy EM1A which reserves land for strategic investment of regional significance, and lists a number of criteria that proposal should comply with including the scale of development, impact on surroundings and nearby occupiers, satisfactory vehicular access, occupation by a limited number of occupiers, comprehensive planning for the site as a whole, and safe links for pedestrians and cyclists.

This site constitutes approximately 7ha, which equates to approximately 13% of the RIS and comprising a combination of plots 6 and 8 as shown on the Masterplan. The use is a mixture of B1 ancillary office use and B8 storage and distribution. Policy 15 advises that the RIS should be used *primarily* for generic manufacturing uses and knowledge based industry, the B8 element of this proposal does not fit within this description, however the S106 Agreement forming part of OPP requires not less than 40% of the overall site to be used for High Quality Generic Manufacturing uses and Knowledge Based Industry. In view of this it is considered that this application on its own would be acceptable in terms of Structure Plan Policy provided it will not prejudice this threshold. When added to the B8 element already permitted and nearly completed on Site 1 for LEX the proposal will result in just over 30% of the site being used for B8 and therefore does not conflict with Policy 15. Lancashire County Council supports this conclusion. What also must be taken into consideration are the two speculative B2/ B8 applications reported elsewhere on this agenda for plots 2 and 3 and if permission were to be granted for B8 uses on

those sites would that combined with Lex and Wolseley go beyond the 60% threshold for the overall site. It has been calculated that this figure would be approximately 48% and therefore still within the terms of the S106 requirements but would mean all subsequent plots would need to constitute predominantly generic manufacturing uses and knowledge based industry.

The proposal is for a Regional Distribution Centre for a international business operating in 14 countries within Europe as well as the USA and Canada, complies with the criteria outlined in Policy EM1A and has been designed to fully accord with the Masterplan proposed in the RIS Outline application as enhanced by the Design Statement submitted with this application.

### **Green belt issues**

Policy 6 of the Joint Lancashire Structure Plan and Policy DC1 of the Chorley Borough Local Plan Review show this site to be within the Green Belt. Policy DC1 advises that planning permission will not be granted, except in very special circumstances for development other than agriculture, forestry, recreational facilities, cemeteries, the re-use of buildings, replacement dwellings and affordable housing in certain circumstances, and the redevelopment of Major Developed Sites in accordance with Policy DC6. The application site, except for the element of the site, which falls within the buffer zone covered by the Buckshaw Urban Village OPP being considered concurrently under 06/00590/REMMAJ, is within the Major Developed Site designation.

Policy DC6 contains a number of criteria that the redevelopment of Major Developed Sites should address. These advise that the development should not have a materially greater impact than the existing use on the openness of the Green Belt; that it is in scale and keeping with the main features of the landscape; that it does not exceed the height of the existing buildings; that it contributes to the objectives for the use of land in Green Belts; that the appearance of the site is maintained or enhanced in the context of a comprehensive long term plan; the buildings are of permanent construction; and the buildings do not occupy a larger area than the buildings they replace.

The landscape of the Royal Ordnance site is essentially a very artificial one, having been subject to massive earth movements to form underground bunkers and blast mounds with a variety of buildings and infrastructure. Much of the site has now been cleared and remediated, which because of the previous use of the site has required the reforming of the landscape as part of the remediation process. The site has also been closed to public access for more than 60 years. The proposed height of building (17m) will exceed the highest previous buildings on the site, which were around 10m high. However, I am satisfied that the form of development shown as part of the overall Masterplan for the RIS detailed in the Outline application (04/00882/OUTMAJ), with vistas containing large open water features, the quality of the landscaping design proposed, the introduction of public access by road and an extensive network of recreational routes, will ensure that this proposal accords with the intentions of Policy DC6.

I am satisfied that this does not conflict with the aims of Green Belt policy as expressed in Policy DC1.

### **Design, layout and relationship to surrounding uses**

Policy 15 of the Joint Lancashire Structure Plan and Policy GN5 of the

Chorley Borough Local Plan Review require developments on this site to achieve a high standard of development quality and urban design. Policy EM2 of the Chorley Borough Local Plan Review requires proposals for new business and storage and distribution uses to satisfy a number of criteria relating to site layout, relationship with surrounding uses, public transport and pedestrian and cycle access, landscaping, surface water and drainage and prevention of crime.

The proposal is a very large building with an extensive area of hardstanding and car parking around it. Following discussions between your officers and the applicant's architects prior to the submission of the application, a building design has been achieved by breaking up the bulk with elevational treatments and differently profiled materials of a higher quality than is standard for buildings of this nature. The site is laid out on a comprehensive basis and fully accords with the Masterplan submitted under the Outline application for the RIS. Ancillary structures such as water tanks and battery store are located to the rear of the building, and extensive areas of landscaping around the site are proposed. The originally approved foundation level of Plot 6 was 70.00m A.O.D and for Plot 8 was 65.00m A.O.D for finished floor levels. The plateaus across the site have been regraded so that the new combined finished floor level from Wolseley is proposed to be 66m bringing the majority of the building envelope to be lower than originally envisaged in the OPP which will help to reduce the impact of its size when viewed from the surrounding area. Conditions are proposed which will control the quality of materials to be used. I am satisfied that the proposal as amended complies with Structure Plan Policy 15 and Chorley Borough Local Plan Review Policies GN5 and EM2.

### **Environmental and landscape impacts**

The applicants are showing a commitment to sustainable development by introducing a package of measures to enhance environmental performance. These will include using timber from certified Forest Stewardship Council, 100% recyclable materials and finishes, low water use appliances, site waste management and use of low energy fittings. Future Tenants will be encouraged to consider rain harvesting, solar generated power and wind turbines.

Landscaping to the road corridor is to be carried out under the terms of the OPP with detailed buffer planting indicated within the plot to the east, west and southern boundaries. It has been suggested by LCC and Chorley's in house landscape officer that more native species are incorporated into the proposed landscaping schemes and a condition will be imposed accordingly. In terms of noise impacts from the operation of this particular business, I am satisfied that the distance of the site from the nearest noise-sensitive properties is such that there will not be an unacceptable level of noise disturbance, and the proposal therefore complies with Policy EP20. A condition will ensure that detailed lighting proposals comply with Policy EP21A.

### **Transportation and highways**

The site will be accessed from the new link road, which runs through from the A6 at its junction near the Sea View PH to Central Avenue adjacent to Buckshaw Hall.

Policies TR4 and TR18 require new developments to provide safe and adequate access for road users cyclists and pedestrians. Comments made by Lancashire County Council in relation to the need for comprehensive travel plans are noted and the request has been passed on to the applicants. It is difficult to provide a travel plan that



addresses the whole of the SRS as the entire range of end users is not yet known, however it is considered that as the end users of this proposal is known then a travel plan can be produced which relates to this unit and an appropriate condition will be attached requiring the submission of such. In terms of the reference to the need for a commuted sum for public transport provision there was no such requirement and it would be unreasonable to introduce such a demand now at reserved matters stage especially when the sum being suggested is in excess of £900,000. Policy 7 of the Joint Lancashire Structure Plan advises that parking provision for new development will be expected to meet the relevant standards. A level of car parking in accordance with the JLSP parking standards is to be provided between the northern elevation of the building and Lake 5, which runs parallel to the link road. A covered walkway will run alongside the building adjacent to the car park to provide pedestrian access. There do not appear to be any mobility spaces, cycle or motorcycle parking as required by the adopted parking standards. Amended plans have been requested. I am satisfied that following the submission of the amended drawings the proposal will comply with Policies TR4 and TR18.

### **Security and access**

The applicants intend to seek secured by design accreditation and has designed the buildings for full DDA compliance. Account has been taken of bus stops, cycleways and footpaths. Each unit will have disabled shower provision.

### **Conclusion**

This proposal is for a major international company and will provide 300 new jobs and further development of the Regional Investment Site and fulfilling objectives in Regional Planning Guidance for the North West, the Lancashire Structure Plan and the Chorley Borough Local Plan. The development will provide considerable economic and employment benefits for the Borough. It is recommended that permission is granted subject to the conditions stated below and the completion of the Unilateral Undertaking to ensure the concurrent implementation of this permission and 06/00590/REMMAJ.

### **Recommendation: Permit (Subject to Section 106) Conditions**

1. The approved plans are:

Plan Ref.	Received On:	Title:
889/19	08/06/06	Planting Plan Landscape
15905-PL100	23/05/06	Location Plan
15905-PL102	23/05/06	Site Plan Eastern Boundary
15905-PL107	23/05/06	Proposed Elevations
15905-PL105	23/05/06	Office Plans
SK01	23/05/06	Foul and Surface water outfall
781.01	23/05/06	Outline Landscape Proposals
15905-PL109	02/06/06	Walkway detail
15905-PL104	23/05/06	Proposed Elevations
15905-PL111	23/05/06	Proposed Sections
15905-PL106	23/05/06	Detailed Elevations and Sections

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

2. Before the development hereby permitted is first occupied, provision for cycle parking provision, in accordance with details to be first agreed in writing with the Local Planning Authority, shall have been made.

*Reason : To ensure adequate on site provision for cycle parking and in accordance with Policy No. TR18 of the Adopted Chorley Borough Local Plan Review.*

3. Before the development hereby permitted 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 EM2 of the Adopted Chorley Borough Local Plan Review.*

4. 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.*

5. 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 plan(s). The development shall only be carried out in conformity with the approved details.

*Reason: To protect the appearance of the locality, to prevent light pollution, in the interests of public safety and crime prevention and in accordance with Policy Nos. GN5, EM2 and EP21A of the Adopted Chorley Borough Local Plan Review.*

6. Prior to the first use of the development hereby permitted, a Business Travel Plan shall be submitted to and approved in writing by, the local planning authority. The measures in the agreed Travel Plan shall then thereafter be complied with unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To reduce the number of car borne trips and to encourage the use of public transport and to accord with Policies TR1 and TR4 of the Adopted Chorley Borough Local Plan Review.*

7. 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 and EM2 of the Adopted Chorley Borough Local Plan Review.*

8. 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 Policies GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.*

9. 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 Policies GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.*

10. The existing soil levels around the base of the trees to be retained shall not be altered except as otherwise agreed in writing with the local planning authority.

*Reason: To safeguard the trees to be retained and in accordance with Policy EP9 of the Adopted Chorley Borough Local Plan Review.*

11. During the construction period, all trees to be retained shall be protected by 1.2 metre high fencing as specified in paragraph 8.2.2 of British Standard BS5837:1991 at a distance from the tree trunk equivalent to the outermost limit of the branch spread, or at a distance from the tree trunk equal to half the height of the tree (whichever is further from the tree trunk), or as may be first agreed in writing with the Local Planning Authority. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the area(s) so fenced. All excavations within the area so fenced shall be carried out by hand.

*Reason: To safeguard the trees to be retained and in accordance with Policy EP9 of the Adopted Chorley Borough Local Plan Review.*

12. 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.*

13. 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 and EM2 of the Adopted Chorley Borough Local Plan Review.*

14. 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.*

15. The development of the site should be carried out in accordance with the approved Method Statement.

*Reason: To ensure that the development complies with approved details in the interests of the protection of Controlled Waters.*

16. 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 addendum to the method statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.

*Reason: To ensure that the development complies with approved details in the interests of protection of controlled waters.*

17. Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post Remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

*Reason: To protect Controlled Waters by ensuring that the remediated site has been reclaimed to an appropriate standard.*

18. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas, roadways and hardstandings for vehicles, commercial lorry parks and fuel filling areas shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

*Reason : To prevent pollution of the water environment and in accordance with Policy Nos. EP17, EP18, EM2 and EM3 of the Adopted Chorley Borough Local Plan Review.*

19. No materials or equipment shall be stored on the site other than inside the building or the areas as allocated on the approved plans.

*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.*

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