

Item **06/00674/REMAJ** **Permit Full Planning Permission**

Case Officer **Mrs Nicola Hopkins**

Ward **Astley And Buckshaw**

Proposal **Reserved Matters Application for the erection of 21,563 Sq m building for B2/B8 use with ancillary parking areas and landscaping,**

Location **Site 4 Buckshaw Avenue Buckshaw Village Euxton Lancashire**

Applicant **Helioslough Ltd**

Proposal The proposal is a reserved matters application by Helioslough Ltd for the erection of an industrial building to include ancillary offices and associated access, car and lorry parking, hardstanding and landscaping on Site 4 of the Strategic Regional Site (SRS). Outline Planning Permission was granted for the Strategic Regional Site in December 2004 (04/00882/OUTESM).

The site has an area of 3.92 hectares and will be accessed from the link road proposed within the outline application. The link road has been completed and connects the A6, Preston Road, with Buckshaw Village

The building is a warehouse style building extending to 14.36 metres in height (to the top of the parapet). The building is approximately 168 metres long by 120 metres wide. Internally the building provides 18,971 square metres of warehouse space with ancillary offices located on two floors providing 1,728 square metres of floor space and 864 square metres of storage space.

The building will be clad in waveform microrib cladding in metallic silver, horizontal sinusoidal cladding in 'Aquarius' metallic blue, curtain walling/ window frames in dark grey metallic aluminium and blue tinted 'antisun' glazing. The roof is set behind a deep overhanging parapet, having feature columns to the primary elevation, which faces the link road and contains the office element with main pedestrian access.

To the front of the building there will be a car park with sufficient space for 101 vehicles. To the west of the building there is a service yard with parking for 26 HGVs and access to 20 delivery bays. There will be structural planting between Unit 4 and the adjacent developments, which will be in excess of 20 metres. This has already been granted planning permission as part of the approved schemes for Units 2 and 6/8. The northern elevation is further reinforced with additional tree planting between the staff car park and lake, plus shrub planting and quality hard surfacing to complement the office element of the building and define the primary pedestrian access.

The future occupier of the property is unknown and the application is made on a speculative basis. The unit will be actively marketed

to users from within either Use Class B2 (General Industrial) or Use Class B8 (Storage and Distribution). Without a known occupier it is difficult to provide an accurate indication of the number of jobs, which will be provided. However using English partnerships 'Employment Densities' guide it is estimated that the unit will provide between 280 and 660 jobs.

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). 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
- 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
- Access and Parking SPG

Planning History

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 December 2002.

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

04/00882/OUTESM - Outline application for employment development including full details of a link road – Approved December 2004.

06/00589/REMAJ - 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) – Approved September 2006

06/00590/REMAJ - Part gatehouse, circulation space, MHE store and fuel point, associated with the erection of Regional Distribution Centre (Site area 1.0 Ha) – Approved September 2006

06/00601/REMAJ – Site 2 - Reserved Matters Application for the erection of 18,353 Sq m building for B2/B8 use with ancillary parking areas and landscaping – Approved July 2006

06/00602/REMAJ – Site 3- Reserved Matters Application for the

erection of 9,821 Sq m building for B2/B8 use with ancillary parking areas and landscaping- Approved July 2006.

Representations None received

Consultations **The Environment Agency-** have no objection in principle to the proposed development although they do wish to comment that the remediation of Plot 4 of the Strategic Regional Site has been validated by BAE Systems and reviewed by the environment Agency in August 2006. No further work with respect to risks to controlled waters in required on Plot 4.

United Utilities- have no objection to the proposal providing that the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the watercourse/soak away/surface water sewer and may require the consent of the Environment Agency.

United Utilities also states that it is their policy not to adopt SUDS (Sustainable Urban Drainage System) structures. United Utilities will only consider the adoption of surface water sewers draining to a balancing pond when:

- The Local Authority takes responsibility for the maintenance of the pond.
- The freehold of the land is transferred to the Local Authority.
- United Utilities is provided with a deed of "Grant of Rights" to discharge into the pond.
- Measures are taken to prevent flooding.
- A legal agreement is in place.

Lancashire County Council's Highway Section have no objections in principle to the development however the developer has not addressed parking or travel plan issues.

The plans only indicate 8 mobility parking spaces. There should be secure long stay cycle provision in the form of a shed or individual cycle lockers.

There appears to be no mention of a travel plan in the submission nor does the outline permit appear to refer to a travel plan.

Network Rail has no objection to the principle of the development but has suggested some requirements, which must be met as the development is in close proximity to the railway.

Where parking or vehicle manoeuvring areas are proposed adjacent to the boundary with the railway an Armco or similar barrier should be provided along with a fence of at least 1.8 metres high

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property.

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated.

South Ribble Borough Council have no objections

The Director of Streetscene, Neighbourhoods and the Environment have no comments to make regarding the proposal.

Lancashire County Council's Director of Strategic Planning and Transport has raised the following points:

- The Section 106 Agreement associated with the Outline Planning Permission required no less than 40% of the site, by area, to be used for High Quality Generic Manufacturing Uses and Knowledge Based Industry. This application does not state it will contribute to such uses. It is a concern that as yet no applications for this use have come forward but is satisfied that this application along with the previously approved applications would not preclude 40% of the site.
- It is considered that a travel plan for the whole of the Regional Investment Site is needed and there should be a more strategic travel plan for this application
- The parking levels proposed accord with the JLSP however there is no provision for motorcycles/bicycles and the mobility parking spaces are below the suggested standards.
- Using the methodology set out in the draft policy paper on Planning Obligations in Lancashire a developer contribution of £571,802.10 would 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 considered that the only improvements required relate to the funding of a bus service.
- It is therefore recommended to seek funding of a minimum £700,000 from the broader Regional Investment Site.
- Contributions from this development should be integrated with proposals under the Section 106 agreement for the Buckshaw Village Site.

Assessment

Principle of the use

The site constitutes plot 4 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, and landscaping and energy conservation co-ordinated by a master plan. 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 3.92ha, which equates to approximately 7.5% of the RIS. The use is a mixture of B1 ancillary office use and either B2 (General Industrial) or 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 outline planning permission requires not less than 40% of the overall site to be used for High Quality Generic Manufacturing use 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 speculative B2/B8 application on plot 3 and plot 2 and the Wolseley RDC on plots 6/8 the proposal will result in just less than 53% of the site being used for B8 and therefore does not conflict with Policy 15. The proposal is therefore still within the terms of the S106 requirements but would mean all subsequent plots would need to constitute predominantly generic manufacturing use and knowledge based industry.

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 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 re-mediated, 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 (14m) 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 Master plan 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 and Layout

In accordance with Policy 15 of the Joint Lancashire Structure Plan and Policy GN5 of the Adopted Chorley Borough Local Plan Review development on this site is required to achieve a high standard of development quality and urban design. Policy EM2 of the Adopted Chorley Borough Local Plan Review relates to new industrial/business development. The Policy sets out certain criteria, which proposals for this type of development should meet. These include the site layout, future nearby uses, the impact on the surrounding area, access to the site, screening/ landscaping, energy conservation, crime issues and surface water and drainage.

The application site will be occupied by a large building area of hardstanding, for car parking and a service yard and areas of landscaping. The design of the building includes the use of different materials and elevational treatments, which break up the bulk of the building. The design of the building is of a higher standard than would be expected for this type of building. The site fully accords with the Master plan submitted with the Outline Planning application. Conditions will be attached requiring the submission of materials prior to the commencement of development on site this will enable controls over the quality of materials to be used.

United Utilities consultation response refers to SUDS and the fact that it is not their Policy to adopt these kinds of structures. The SUDS, however, are outside the application site and form the lakes along the link road. These structures have already been approved and are currently under construction. They do not form part of this application and therefore aren't under consideration.

Environmental and landscape impacts

The application incorporates landscaping around the building. To the front of the building there will be landscaping along the link road which will be carried out under the provisions of the Outline Planning Application and has commenced. The front elevation will be reinforced with additional tree planting between the staff car park and lake plus shrub planting. Landscaping will be provided between the application site and the neighbouring units, which will be in excess of 20 metres wide and has already been approved as part of the planning application at Plot 2 and Plots 6/8.

In terms of the noise impact of the building it is considered that the property is a sufficient distance away from noise sensitive properties to ensure that there will not be an unacceptable level of noise disturbance. The proposal therefore complies with Policy EP20. Network Rail have raised concerns in respect of lighting at the site as lights have the potential to dazzle train drivers on the nearby railway line. A condition will be attached to provide lighting details, which will ensure the lighting complies with Policy EP21A.

Transportation and Highways

The site will be accessed off the link road, which connects the A6 to Buckshaw Village. This highway has already been completed.

Lancashire County Council's Highway Section have commented that they do not have any objections to the principle of the development. However concerns were raised about the amount of mobility parking spaces proposed, the fact that the proposal does not incorporate cycle parking facilities and the fact that no travel plan has been submitted.

Policy 7 of the Joint Lancashire Structure Plan sets out the levels of parking expected to be provided for new developments, this includes mobility parking spaces. The level shown on the submitted plans is below the required standards. The plans have been amended to incorporate an increase in mobility parking spaces and the provision of cycle parking.

In respect of the travel plan the application is made on a speculative basis and the end user is not yet known. It is therefore difficult to provide a travel plan at this stage. A condition will be attached to the recommendation requiring the submission of a travel plan when the future occupy has been decided.

Lancashire County Council's Strategic Planning and Transport Section have commented on the need for a commuted sum for public transport provision however there was no such requirement at the outline application stage and it would be unreasonable to introduce such a demand now at reserved matters stage.

The amended plans incorporate an adequate number of mobility parking spaces and cycle parking and therefore satisfy the concerns raised by the Highways Engineer. I am satisfied that the proposal complies with Policies TR4 and TR18 of the Adopted Chorley borough Local Plan Review and Policy 7 of the Joint Lancashire Structure Plan.

Conclusion

This is a speculative proposal and will provide between 280 and 660 new jobs depending on whether the end user is B2 or B8. It will further development of the Regional Investment Site and fulfill the objectives in Regional Planning Guidance for the North West, the Lancashire Structure Plan and the Chorley Borough Local Plan. The development will provide economic and employment benefits for the Borough. It is recommended that permission is granted subject to the conditions attached

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 91 of the Town and Country Planning Act 1990.

2. The approved plans are:

Plan Ref.	Received On:	Title:
1224-PL401B	28 th September 2006	Warehouse GA
1224-PL400A	5 th September 2006	Masterplan
1224-PL402A	18 th August 2006	Proposed Elevations
1224-PL403	17 th August 2006	Ground and First Floor Office Plans
1224-PL404	17 th August 2006	SF Office Plan
1224-PL405	17 th August 2006	Detailed Elevations and Sections
1224-PL406	17 th August 2006	Proposed Site Sections and Elevations
1224-PL407	17 th August 2006	Warehouse Sections

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

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 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.

11. 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.

12. 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.

13. Before the development hereby permitted is first occupied details of the cycle parking provision shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall be in accordance with the approved details. 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.
