

**Item A. 3**                      **06/01078/REMAJ**                      **Approve Reserved Matters**

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

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

**Proposal**                              **Part RDC, access, parking gatehouse, circulation space, part MHE store, bottle gas store and fuel point and landscaping,**

**Location**                              **Buffer Area West Of Site 6 And 8 Buckshaw Avenue  
Buckshaw Village Euxton**

**Applicant**                              **Wolseley Uk Ltd, Helioslough & Helios Ltd**

**Proposal**                              The proposal is a reserved matters application by Wolseley Uk Ltd, Helioslough Ltd and Helios (Industrial Developments) Ltd for the erection of part of RDC, access, gatehouse, circulation space, equipment store, fuel point and landscaping forming the western end of a proposed Regional Distribution Centre the majority of which is sited on Site 6 & 8 of the Strategic Regional Site (SRS).

This 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 major element of the proposal falling within the area covered by 04/00882/OUTMAJ is reported elsewhere on this agenda under reference 06/01079/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. Planning permission was granted in September of this year for a similar proposal, however permission is now sought for this alternative larger phase 2, which extends further into the southern commercial area.

The site has an area of 3.5ha and will be accessed directly via the recently approved roundabout 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 proposal relates to the 9267 sq m of floor space in the form of the western end of the proposed high bay warehouse along with the main access from the link road, 120 car parking spaces and a gatehouse which will measure 7.3m long by 2.8m wide by 3.3m high and be constructed of a design to match in with the main warehouse. The gatehouse 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 with blue anti sun glazing to again match the warehouse. The proposal also includes part of the MHE building attached to the southern elevation of the RDC and the fuel point close to the southern boundary. Lorry parking and circulation

space is also provided as well as the western landscaping belt and part southern/northern landscape belts.

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). This western end of the site incorporating part of the RDC, 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
- 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.

06/00589/REMMAJ – Site 6/8 - 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) – 22/09/06.

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) – 22/09/06.

06/00601/REMMAJ – Site 2 - Reserved Matters Application for the erection of 18,353 Sq m building for B2/B8 use with ancillary parking areas and landscaping – 28/07/06.

06/00602/REMMAJ – Site 3 - Reserved Matters Application for the erection of 9,821 Sq m building for B2/B8 use with ancillary parking areas and landscaping – 28/07/06.

06/00674/REMMAJ – Site 4 - Reserved Matters Application for the erection of 21,563 Sq m building for B2/B8 use with ancillary parking areas and landscaping – 18/10/06.

### **Applicant's Case**

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

- Wolseley is the world's largest specialist trade distributor of plumbing and heating products.
- 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 12 –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** 1 letter suggesting that the notification process is a waste of time as the development will continue anyway.

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

- It is considered that the proposed development is acceptable in principle in terms of strategic planning policy. This application falls within the southern commercial area of Buckshaw Village whereby the use as part of the RDC is acceptable in relation to Structure Plan policy.
- The overall level of parking is considered to be in excess of the Joint Lancashire Structure Plan “Parking Standards” for B8 Storage and Distribution however; it cannot be assessed from the information provided the proportion of floorspace used for offices, which may affect the allowable parking provision.
- The proposals do not appear to contain a satisfactory level of mobility parking and no provision appears to have been made for cycles or motorcycles. Parking for the mobility impaired 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 County Council (Highways)** makes the following comments:

- No objection in principle, which includes direct access on to the link road roundabout (roundabout 5). It is requested that an appropriate condition is included to secure closure of the “existing access” with the formation of the new roundabout access.
- 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** - no objection in principle to the development but suggests a number of conditions.

**North West Regional Development Agency** states that

- This application is very similar to the applications previously approved under 06/00589/REMAJ and 06/00590/REMAJ and the following views remain relevant.
- 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.

Sites 2, 3 and 4 have recently been granted permission for B2/B8 and the Agency's principal concern is the need to consider the overall balance of uses to ensure accordance with the Section 106.

- Subject to the 40% requirement being met, the Agency wishes to express support for the proposals, which are consistent with the Section 106 Agreement, Action 80 in the Regional Economic Strategy (RES) and will contribute to the delivery of the Agency's objectives for the SRS.

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

**South Ribble Borough Council** – no objection.

**Coal Authority** – standing advice.

**Network Rail** - Consultation response received from Network Rail making comments that;  
Plant, scaffolding and cranes should be positioned so as not to encroach within 3m of Network Rail land or airspace;  
Excavations within 10m of the boundary of the operational railway must be agreed with Network Rail;  
No water should drain into Network Rail drains or onto operational land;  
The existing line side fencing must be kept in place and Armco barriers should be installed to protect the fencing and minimise the potential for lorries to be accidentally be driven onto the operational railway;  
Where trees/shrubs are to be planted adjacent to the railway they should be a minimum distance greater than predicted mature height from the boundary. Network Rail would wish to be involved in any approval of landscaping adjacent to the railway;  
Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated and must not give rise to confusion with signalling arrangements.

## **Assessment**

### **Principle of the use**

Members will recall that a similar proposal was reported to Committee in July recommended for approval subject to a Unilateral Undertaking tying this element of the proposal that falls within the Southern Commercial area to be implemented simultaneously with the building on plots 6/8 to ensure a comprehensive development of the site. Those permissions were issued in September. Therefore the principle of the development of the site for this use has been accepted and established under planning permissions 06/00589/REMAJ and 06/00590/REMAJ.

This application seeks permission for a new phase 2 on the part of the site falling within the southern commercial area of the Buckshaw Village development and provides for the "overspill" of the proposed Wolseley RDC, which extends beyond the boundaries of the combined plots 6/8 on the Regional Investment Site. This part of the Southern Commercial Area was granted permission with the intention that it would accommodate B1, B2 and B8 uses in accordance with Policy GN2 of the Local Plan. The detailed Design Code for this area is still in the process of being prepared however the principle of such a type of development

would be in accordance with the OPP. Being so close to the boundary in design terms it would be read against the SRS for which a design code has been prepared and submitted for consideration with this application. It therefore falls to be considered whether the additional floor area, parking, design, landscaping and new access are such that they would justify arriving at a different conclusion and refusing this proposal.

The proposal would remain in compliance with the relevant Structure Plan Policies and the S106 requirements relating to the provision of uses as specified in the original outline permission for the Southern Commercial Area. It 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**

This part of the development being outside the Major developed site and within Policy GN2 designation means it is outside the Green Belt but will still have an impact on it. It is considered that this proposal provides for essential operational facilities to the main warehouse and will 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 part of a very large building with an extensive area of hardstanding and car parking around it. The proposed warehouse extension follows the same design as that previously approved, as does the new gatehouse. They will be constructed from the same materials and will not detrimentally add to the overall bulk and form of the building. The site remains laid out on a comprehensive basis and fully accords with the Masterplan submitted under the Outline application for the RIS and the updated Design Statement submitted in support of this application. The access junction from the roundabout is considered acceptable and there are extensive areas of landscaping around the site are proposed as well as to the frontage adjacent to the new car parking area. 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. Under the previous approval the plateaus across the site were to be regraded so that the new combined finished floor level for Wolseley was proposed to be 66m, this is now to be reduced again to approximately 64m AOD. This will further 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 to the western boundary falling within this application. 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 directly from the recently approved roundabout.

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.

Policy 7 of the Joint Lancashire Structure Plan advises that parking provision for new development will be expected to meet the relevant standards. The level of car parking to be provided is stated to be in excess of what the standards allow for a B8 use. However, this does not take into account the amount of ancillary offices being provided within the building. While this will not fully justify the oversupply that is being provided it is not considered that the overprovision will be so significant as to justify a refusal on this ground. There do not appear to be any mobility spaces, cycle or motorcycle parking as required by the adopted parking standards. A condition will be imposed seeking the provision of this parking within the overall car park layout. 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. The principal of the proposal has already been previously established under planning permissions 06/00589/REMAJ and 06/00590/REMAJ and the alterations are not so significant as to justify an alternative recommendation. It is therefore recommended that permission be granted subject to the conditions stated below and the completion of the Unilateral Undertaking to ensure the concurrent implementation of this permission and 06/01079/REMAJ.

**Recommendation: Approve Reserved Matters  
Conditions**

1. The development hereby permitted shall only be carried out in accordance with the approved plan, except as may otherwise be specifically required by any other condition of the outline planning permission or this approval of reserved matters or unless otherwise first agreed to in writing by the Local Planning Authority.

*Reason: To define the permission and ensure a satisfactory form of development.*

2. The full structural details of the installation of the fuel tank, its surround, associated pipe work and monitoring system must be submitted to and approved by the Local Planning Authority prior to the installation of the agreed scheme.

*Reason: To prevent the pollution of the water environment.*

3. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls, details of which shall be submitted to the Local Planning Authority for approval. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

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

4. Discharges from yard storage areas, vehicle washing areas, loading and unloading areas and any other areas likely to be contaminated by spillage should be connected to the foul sewer. They may be regarded as trade effluents and may require the formal consent of United Utilities.

*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.*

5. 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.*

6. 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.*

7. 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.*

8. The approved plans are, unless otherwise agreed in writing by the Local Planning Authority:

Plan Ref.	Received On:	Title:
15905-PL151	25/09/06	Expansion Location Plan
15905/PL153	25/09/06	Expansion Site Plan Western Reserve
15905-PL154	25/09/06	Proposed Expansion Elevations
15905-PL105A	25/09/06	Office Plans
SK01	25/09/06	Foul and Surface water outfall
15905-PL109	25/09/06	Walkway detail
15905-PL155	25/09/06	Proposed Elevations
15905-PL110	25/09/06	Gatehouse
781.02	03/11/06	Landscape Proposals

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

9. 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.*

10. 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.*

11. Surface Water drainage 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.*

12. 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.*

13. 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.*

14. 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.*

15. 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.*

16. 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.*

17. Any existing access, or part thereof, not incorporated in the access hereby permitted, shall be permanently closed within 28 days of the new access being first brought into use. The verge, footway and kerb shall be reinstated within this period to the requirements of the Local Planning Authority after consultation with the Highway Authority.

*Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and in accordance with Policy TR4 of the Adopted Chorley Borough Local Plan Review.*

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