

Item A. 1 **06/01289/FULMAJ** **Permit Full Planning Permission**

Case Officer **Mr David Stirzaker**

Ward **Adlington & Anderton**

Proposal **Proposed demolition of existing motorway amenity services building and construction of new replacement building and new fuel filling station on footprint 10m south of demolished building**

Location **Bolton West Motorway Service Area Northbound Greenlands Lane Anderton LancashireBL6 6TB**

Applicant **First Motorway Services Ltd**

Proposal This application proposes the replacement and relocation of an existing motorway services building on the northbound M61 service area at Bolton West Services, Anderton.

The replacement building is to be sited approximately 10m south of the existing building, the site of which is to be landscaped following its demolition. A new additional fuel filling station is proposed adjacent to the replacement building and additional landscaping is proposed to the existing car parking area, the layout of which is to be updated and improved.

Background The applicant states that the existing building does not properly cater for the needs of the motorist by virtue of its dated design. The building is also considered to be significantly larger than what is required for the site and is considered to be out of date.

The footprint of the proposed building constitutes a significant reduction in comparison to the existing building. The fuel filling station will have an efficient layout with the ability to store and provide new more environmentally friendly fuels such as Bio-ethanol. The applicant states that the combined services building and fuel filling station will meet the requirements demanded by the modern customer. The existing fuel station is to be retained although the applicant states it has only a limited lifespan and is remote from the parking areas adjacent the building.

Planning Policy GN5 - Building Design & Retaining Landscape
DC1 - Development in the Green Belt
EP4 - Species Protection
EP9 - Trees & Woodlands
EP16 - Contaminated Land
EP17 - Water Resources & Quality
EP18 - Surface Water Run Off
EP19 - Development & Flood Risk
EP21A - Light Pollution
TR4 - Highway Development Control Criteria
Policy 7 - Joint Lancashire Structure Plan 2001-2016
PPG2 - Green Belts

Planning History The following is the most recent and notable planning history for the site: -

Ref No. 88/00574/FUL – Redevelopment of petrol and diesel filling station (Permitted)

Ref No. 92/00680/FUL – Improvements to existing car parks (Permitted)

Ref No. 97/00437/ADV - Display of internally illuminated pole sign (Granted advertisement consent)

Ref No. 98/00783/TEL - Application for prior approval determination in respect of the installation of an 11.5 metre lamppost with 3 integral dual polar antenna, 1 possible future 300mm microwave dish and 1 street cabinet, 1250mm x 1200mm x 650mm (Prior approval not required)

Ref No. 99/00321/ADV - Display of illuminated signage (Granted advertisement consent)

Ref No. 02/00675/FUL - Installation of microwave dish on existing building (Permitted)

Representations

No letters making representations have been received from members of the public/interested parties in relation to this application following the letter notifications, the posting of site notices and a press advertisement.

Consultations

The Ramblers raise no objection.

The Environment Agency raises no objections subject to several conditions being imposed relating to drainage and land contamination along with an informative relating to waste discharge.

The Highways Agency raises no objections subject to imposition of a condition relating to the safeguarding of the motorway.

Anderton Parish Council raises no objections to the application.

LCC (Ecology) raise no objections in principle subject to clarification of certain matters relating to the site boundaries, breeding birds and trees. No comments have yet been received from Natural England. If any are received, they will be reported in the addendum.

LCC (Highways) raise no objections.

The Director of Streetscene, Neighbourhoods and Environment raises no objections.

The Architectural Liaison Officer raises points relating to the provision of CCTV within the development and lighting to the car park.

Assessment

The main issues for consideration in relation to this application are as follows: -

Appropriateness of the development in the Green Belt

In accordance with PPG2 and Policy DC1 of the Chorley Borough

Local Plan Review, for development to be acceptable in the Green Belt, it must be a form of development specifically listed in the Policies such as that required for agriculture or essential facilities for outdoor sport or there must be very special circumstances to justify its acceptability 'in principle'.

In the case of this application, it is considered that very special circumstances exist in that the building is a replacement for one that already exists on the site hence in accordance with PPG2 and Policy DC1, it is considered that 'in principle' the development is acceptable subject to normal development control considerations and is in line with the objectives of the above Policies in maintaining the open and rural character of the Green Belt.

Impact upon the open and rural character of the Green Belt and locality

The site upon which the replacement building is proposed currently comprises of car parking. The existing building is to be demolished and the area upon which it sits is to be landscaped with picnic facilities provided. The existing building, for the most part sits elevated above the car park on average 1.5m to 2m above it. This elevated area will be retained and landscaped so as it blends in with the landscaped area immediately west of the existing building.

The proposed building will sit approximately 10m south of the existing building at a slab level approximately 1.6m lower. The building will occupy a footprint of 748m² whilst the fuel filling station will occupy a footprint of 597m². A canopy will link the fuel filling station to the replacement building. The existing building occupies of footprint of approximately 1587m². Therefore, the overall footprint of the proposed building and fuel filling station is actually 242m² less than that of the existing.

The height of the proposed building to eaves is 2.8m and 8.3m to the ridge whilst the height to the top of the fuel filling station canopy roof is 6m. The overall height of the existing building is on average 5.5m from the ground level of the elevated slab and 7.5m from the car park level.

Whilst the replacement building is slightly higher overall, the fuel filling station comprises of a canopy hence the lack of enclosing elevations means it will have notably less impact on openness than a solid sided building would. Also, it must be borne in mind that the vast expanse of hard standing and the very presence of large transient commercial vehicles and cars on the site already has a distinct impact on the open and rural character of the Green Belt in this location, as do the lighting columns, the southbound services and the motorway itself hence a pragmatic view has to be taken in terms of the impact of the proposals to hand.

With regards to the provision of two fuel filling stations on the site, in Green Belt impact terms, there are no objections and the applicant has indicated that the existing fuel filling station has only a limited lifespan.

It is therefore considered that the overall impact of the development proposed in relation to that existing is very similar. However, the footprint of the building and fuel filling station is less than the existing building and the provision of additional

landscaping throughout the site should help to soften the outward impact of the development and the site itself. Therefore, on balance, the development is considered to be acceptable in terms of its overall impact upon the open and rural character of the Green Belt and therefore accords with the objectives of the development plan policies, particularly PPG2 and Policy DC1.

Ecological issues

The comments from LCC (Ecology) required clarification from the applicant regarding works to the site boundaries and hedgerows. The applicant has provided information confirming that the development will not impinge on the site boundaries therefore should not harm habitats. This being the case, LCC (Ecology) advise that the precautionary approach should be adopted in that during the course of the works the site boundaries and hedgerows should be cordoned off and avoided. If Great Crested Newts or Bats are found to be present, works should halt and Natural England be contacted. The applicant has also agreed not to carry out any works during the bird breeding season. On this basis, it is considered that the proposals meet the objectives of Policy No. EP4 of the Local Plan Review and these matters can be suitably controlled by appropriate conditions.

Design and layout of development

The design of the existing building is of no real architectural merit given its utilitarian appearance hence its removal from the site does not raise any issues. The design of the replacement building is simple and modern utilising a ridged pressed metal clad roof and facing brick to the elevations. The facing materials can be reserved for approval by condition and given the context of the buildings location; it is considered that the design and scale of the building is acceptable in relation to the site and locality, especially given the improvements to the site layout and additional landscaping. The fuel filling station is of a typical design and again, given the context, subject to suitable materials this aspect is also considered acceptable. It is considered that the development accords with Policy GN5.

With regards to the layout, the car park to the south of the existing building is devoid of any landscaping worthy of note and is essentially a vast area of unbroken tarmac. The additional landscaping is therefore welcomed and will help to provide a more pleasing environment for customers whilst also softening the outward impact of the site in general and the proposed building/fuel filling station. The plans also propose the provision of paved pathways linking the car park to the services building, again improving the site layout and its aesthetics.

The landscaping of the site of the existing building will also be a positive feature for customers and will again help to soften the outward impact of the site and replacement building once the planting is established.

Customers will still have the option of proceeding straight to the existing fuel filling station by virtue of its retention if they do not wish to utilise the services building by using the bypass road around the car park.

On this basis, there are no objections to the design and layout of the development and it is considered this aspect of the development accords with Policy No. GN5 of the Local Plan.

Traffic and Highway safety

The application does not propose any changes to the access from the motorway, only changes and improvements to the internal circulation routes and car parking layout. The replacement building will result in a loss of some parking spaces but the remaining spaces will still meet the needs of the site. On traffic and highway safety matters, both LCC (Highways) and The Highways Agency have not raised any objections to the application and the reduction in car parking spaces hence it is considered that the proposed development is acceptable on these particular grounds and therefore accords with Policy Nos. TR4 of the Local Plan and Policy 7 of the Structure Plan.

Other matters

With regards to the comments of the Architectural Liaison Officer, the applicant has confirmed that there are existing lighting columns on the site and that a scheme of CCTV will be provided. The details of the existing lighting can be sought by a condition so as its suitability can be assessed and it may be the case that additional lighting is required. Details of the CCTV can also be required so as its acceptability can again be assessed prior to implementation.

Conclusion

On the basis of the above, it is considered that the development proposed is in line with the objectives of the requisite development plan policies. As such, it is recommended that planning permission be granted subject to the following conditions.

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 development hereby permitted shall not commence until full details of the colour, form and texture of all external facing materials to the replacement building (notwithstanding any details shown on the approved plans) 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 No. GN5 of the Adopted Chorley Borough Local Plan Review.

3. No development shall take place until a scheme of landscaping and full details of the picnic area have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on the approved plans. 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, details the layout of the picnic area including paths and seating; and detail any changes of ground level or landform.

Reason: In the interests of the amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

4. The picnic area and 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 completion

of the development, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.

5. Within 3 months of the first opening to the public of the replacement services building hereby permitted, the existing building shall have been demolished and all materials removed from the site.

Reason: To ensure the redundant building is removed from the site and in accordance with Policy No. DC1 of the Adopted Chorley Borough Local Plan Review.

6. There shall be no direct vehicular or pedestrian access of any kind between the site and the M61 motorway, there shall be no development on or adjacent to any motorway embankment that shall put any embankment of earthworks at risk and no drainage from the proposed development shall run off into the motorway drainage system, nor shall any such development adversely affect any motorway drainage.

Reason: Required to be imposed by The Highways Agency.

7. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason: To ensure a satisfactory means of drainage and in accordance with Policy No. EP18 of the Adopted Chorley Borough Local Plan Review.

8. No development approved by this permission shall be commenced until a scheme for the provision and implementation, of a surface water regulation system has been approved by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.

Reason: To reduce the increased risk of flooding and in accordance with Policy No. EP19 of the Adopted Chorley Borough Local Plan Review.

9. No development approved by this planning permission shall be commenced until:

- a) A desktop study has been undertaken to identify all previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. Using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced
- b) A site investigation has been designed for the site using the information obtained from (a) above. This should be submitted to, and approved in writing by the local planning authority prior to that investigation being carried out on the site
- c) The site investigation and associated risk assessment have been undertaken in accordance with details approved in writing by the local planning authority
- d) A Method Statement and remediation strategy, based on the information obtained from c) above has been submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in strict accordance with the measures approved. Work shall be carried and completed in accordance with the approved method statement and remediation strategy referred to in (d) above, and to a timescale agreed in writing by the local planning authority: unless otherwise agreed in writing by the local planning authority.

Reason: a) To identify all previous site uses, potential contaminants that might reasonably be expected given those uses and the source of contamination, pathways and receptors, b) To enable: a risk assessment to be undertaken; refinement of the conceptual model; and the development of a Method Statement and Remediation Strategy, c) & d) to ensure that the proposed site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site and in accordance with Policy No EP16 of the Adopted Chorley Borough Local Plan Review.

10. The full structural details of the installation, including the tank, its surround, associated pipework 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 pollution of controlled waters and in accordance with Policy No. EP17 of the Adopted Chorley Borough Local Plan Review.

11. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from car parks and hardstanding 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 controlled waters and in accordance with Policy No. EP17 of the Adopted Chorley Borough Local Plan Review.

12. The development hereby permitted shall not commence until a scheme has been submitted to and approved in writing by the Local Planning Authority detailing how the site boundaries and hedgerows will be cordoned off and protected during the course of the construction works. The site boundaries and hedgerows shall be cordoned off and protected in accordance with the approved details prior to work commencing on site and at all times thereafter until all works on site, including the subsequent demolition of the existing building, have been fully completed.

Reason: To safeguard wildlife habitats and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review.

13. The approved plans are:

Plan Ref.	Received On:	Title:
5656/001 Rev B	26 th Jan 2007	Proposed Site Plan
5656/007 Rev A	26 th Jan 2007	Proposed Car Park Plan
5656/002	16 th Nov 2006	Existing Site Plan
5656/006	16 th Nov 2006	Existing Elevations
5656/005	16 th Nov 2006	Existing Plan
5656/003	16 th Nov 2006	Proposed Floor Plans
5656/004	16 th Nov 2006	Proposed Elevations

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

14. The development hereby permitted shall not commence until a scheme for the provision of a CCTV security system has been submitted to and approved in writing by the Local Planning Authority. The CCTV security system shall be installed in accordance with the approved details prior to the first opening of the replacement services building and maintained as such at all times thereafter.

Reason: To provide adequate security for the site and its customers.

15. The development hereby permitted shall not commence until full details of the existing and where necessary, proposed security lighting to the site and car park have been submitted to and approved in writing by the Local Planning Authority. The security lighting should be to BS 5480 Part 9 and where upgrading is required it shall be installed in accordance with the approved details prior to the first opening of the replacement services building and maintained as such at all times thereafter.

Reason: To provide adequate security for the site and its customers and in accordance with Policy No. EP21A of the Adopted Chorley Borough Local Plan Review.

16. No works pursuant to the permission hereby granted shall take place during the bird breeding season (March to July inclusive).

Reason: Trees and shrubs on the site have the potential to support breeding birds and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review.

17. The development hereby permitted shall not commence until a Habitat Creation and Management Plan that is cross referenced to the landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The plan should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. The development shall only be carried out in accordance with the approved Habitat Creation and Management Plan.

Reason: To contribute to the biodiversity of the site and in accordance with Policy No. EP4 of the Adopted Chorley Borough Local Plan Review.

18. 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 the approved plans) 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 No. GN5 of the Adopted Chorley Borough Local Plan Review.
