

Item A. 2	06/01304/REMMAJ	Approve Reserved Matters
Case Officer	Mrs Nicola Hopkins	
Ward	Astley And Buckshaw	
Proposal	Erection of buildings and associated works for employment development within Use Classes B1, B2 and B8 (Site Area 4.69 Ha),	
Location	Plot 4300 Buckshaw Avenue Buckshaw Village Euxton Lancashire	
Applicant	Helios (Industrial Developments) Ltd	

Proposal The application relates to the erection of buildings and associated hardstanding areas for employment development within Use Classes B1, B2 and B8. The area of the site is 4.69 hectares and forms part of the southern commercial area associated with the Buckshaw Village development.

The proposal incorporates a mixture of small and medium sized industrial units ranging from 597 square metres (units B2 and B3) to 3363 square metres (units C/D). It provides for a total floorspace of 20,865 square metres in 8 built blocks, 4 of which are subdivided to provide 20 individual units of accommodation.

The buildings are all of a type which can accommodate B1, light industrial or high tech type of operations, B2 general industrial or small B8 storage and distribution uses.

The site will be accessed off the southern commercial link road which has already been granted planning permission (06/00786/REMMAJ) and is being provided by Redrow.

The buildings have been designed with varying roof pitched. Units A and B have pitched roofs which have a ridge height of 12.245 metres and a eaves height of 8.8 metres. Unit C/D has a sloping roof which has a roof of 12.245 metres at its highest point and 10.987 metres at its lowest point. Units E and H also have sloping roofs which are 12.09 metres at the highest point and 8.8 metres at the lowest point. Unit F has a pitched roof which is 10.9 metres high at ridge level and 8.8 metres high at eaves height. Unit G has a sloping roof which is 11.8 metres high at the highest point and 8.8 metres at the lowest point. Unit J has a pitched roof which is 10.8 metres high at ridge level and 8.8 metres high at eaves level. Unit K has a sloping roof which is 12.2 metres high at the highest point and 8.8 metres high at the lowest point.

The buildings will be constructed out of materials similar to those used on the adjacent Strategic Regional Site. The eaves and verge will be dark grey metallic powder coated steel. The main elevations will comprise of composite waveform microrib cladding in metallic silver, horizontal sinusoidal profiled built up cladding in metallic blue and the curtain walling and window frames will be powder coat and aluminium dark grey metallic frames with blue

tint antisun glazing.

The proposed landscaping follows the structure set out in the Design Statement for the Southern Commercial Area. Buffer zone planting will be provided between the site and the adjacent Wolseley site. Although the majority of this planting will be provided by Wolseley although this planting will be supplemented on the application site. Planting will also be provided within the site adjacent to the railway line. The tree species proposed follow on from the approved planting on the adjacent SRS site.

Planning Policy

Chorley Borough Local Plan Review:

- GN2- Royal Ordnance Site, Euxton
- 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
- TR11 – Bus Services
- TR18– Provision for Pedestrians and Cyclists in New Developments

Joint Lancashire Structure Plan

- Policy 3- Strategic Locations for Development.
- Policy 7 – Traffic and Parking
- Policy 15- Regional Investment Sites
- Access and Parking SPG

Planning History

97/00509/OUT- Outline application for mixed use development (housing, employment, shopping, leisure & commercial uses, open spaces, roads, sewers, community facilities & rail station) & indication of junction improvements on surrounding road network. Approved November 1998

97/00510/FUL- Land remediation & earthworks including building demolition & removal of blast walls, building slabs & services; surface scraping; excavation & recycling of foundations & structures & formation of raised landforms as fill disposal area. Approved February 1999.

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

06/00786/REMAJ- Construction of main access road, drainage and landscaping along southern commercial perimeter road. Approved September 2006

Representations

1 letter has been received by e-mail from a neighbouring resident with no address supplied stating that they do object to the proposal but objections by the public are a waste of time as applications for the Buckshaw site will never be refused.

Consultations

South Ribble Borough Council have no objections to the

application

The Environment Agency have no objection in principle to the application however they have suggested a condition to be attached to a recommendation for approval which relates to ground contamination.

United Utilities have no objection to the proposal provided the site is drained on a separate system, with only foul drainage connected into the foul sewer.

Lancashire County Council's Highway Section have no objection to the proposed development.

The Northwest Regional Development Agency agrees that the development of this site and the Southern Commercial Area as a whole should genuinely complement the adjoining strategic regional site (Revolution Park). However the application gives no indication of the relative mix of B1, B2 and B8 uses within the site the Agency is concerned that the proposal could result in a preponderance of competing B8 uses.

The Agency has no objection to the proposal but would like to see a substantial proportion of B1 uses.

Lancashire County Council's Strategic Planning and Transport Section considers the proposed development to be acceptable in principle in terms of strategic planning policy subject to the following comments:

- The proposed level of parking appears to be contrary to the JLSP 'Parking Standards'
- No provision has been made for cycles or motorcycles. Such provision should be long stay covered, secure parking.
- It is considered that the Stage 2 bus service within Part 2 of the Schedule in the Section 106 Agreement should be implemented at this stage to serve existing and forthcoming development
- The proposed railway station will be an essential requirement in implementing the broader strategic development location
- It would be preferable to have pedestrian/ cycle links through the site offering permeability.
- It is considered that an area wide travel plan for the Southern Commercial area is needed, and that there should be a more specific travel plan for this planning application consistent with that for the larger site.

The Director of Streetscene, Neighbourhoods and Environment (Environmental Protection) has no objection to the proposal.

The Council's Landscape Architect has made the following comments:

- The landscaping proposals reflect the schemes already approved for the Revolution and therefore the application site will blend in with its surroundings.
- The design of the buildings and the hard standing is very harsh but functional. More planting would be beneficial.

Network Rail have no objection in principle to the development however due to its close proximity to operational railway the following points should be taken into consideration:

- All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property.
- All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must be carried out in a 'fail safe' manner
- All excavations/ earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that property/structure can occur.
- If temporary works compounds are to be located adjacent to operational railway then a method statement for the works shall be submitted to and approved in writing by Network Rail
- The existing line-side fencing must be kept in place
- Method statements may require to be submitted to Network Rail's Territory Outside Parties Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a 'fail safe' manner it will be necessary to restrict those works to periods when the railway is closed to rail traffic
- Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.
- Where new lighting is proposed adjacent to operational railway the potential for train drivers to be dazzled must be eliminated and they must not create confusion in respect of the signalling arrangements.

Assessment

Principle of the use

The site is Plot 4300 which makes up part of the Southern Commercial Area associated with the Buckshaw Village Development. The site is designated within the Chorley Borough Local Plan under Policy GN2 which relates to the Royal Ordnance Site as a whole. The policy states that high quality and phased development at the Royal Ordnance site will be permitted for the purposes appropriate to the concept of an Urban Village. The Policy also states that provision should be made for a number of different elements across the whole of the site including affordable housing, appropriate highway improvement and safe links for pedestrians and cyclists. Employment Uses in Classes B1, B2 and B8 are considered to be appropriate development as part of the Royal Ordnance site.

The application is made on a speculative basis allowing for a range of uses with Class B. The Northwest Regional Development Agency have raised concerns in respect of the uses proposed on the site and the fact that the application site could result in a preponderance for competing B8 uses in the area particularly due to the sites proximity to the Strategic Regional Site which is being marketed for uses with Class B including B8 uses.

It was always envisaged that the southern commercial area would be ideal for B1 office uses due to its proximity to the railway station. To ensure that a predominance of B8 uses are not provided on the site a condition will be attached to the recommendation requiring that no more than 40% of the floor area approved will be occupied by B8 uses.

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 Buckshaw Village Master plan designates Plot 4300 for business uses falling within Classes B1, B2 and B8. A more comprehensive master plan has been produced relating directly to the Southern Commercial Area. This Master plan, although not yet approved, splits the southern commercial area into distinctive areas. The plot subject to this planning area is located within the eastern area/buffer zone of the Southern Commercial Area.

The design of the building reflects the building styles and materials, incorporated into the neighbouring SRS and includes contemporary commercial buildings which accords with the Southern Commercial Master plan.

Due to the proximity of the eastern sector of the site to the Strategic Regional Site (SRS) this sector has been allocated for similar uses found on the SRS including commercial and business uses. The Master plan states that the development should respond to the distributor road i.e. will be face on. The proposed development does not face onto the southern commercial distributor road however the buildings have been designed utilising different types and colours of materials on the elevations which front the highway which 'breaks' up the elevations and creates interest throughout the site. In addition to this the roof slopes proposed differ across the site which ensures that there is no monotonous uniformity across the site.

The site has been designed to accommodate the majority of the car parking within the site and the parking areas are enclosed by the built form. The design of the site ensures that the majority of the hard standing areas are screened and the areas which are visible from the key vistas, which are considered to be the distributor roads and the railway, are absorbed into the development by utilising planting and changes in levels

Environmental and landscape impacts

Landscaping is proposed throughout the site. The majority of the planting is proposed around the periphery of the site, along the distributor roads and the railway boundary. The amount of

landscaping which is proposed accords with the Southern Commercial Master plan which states that a 4 metre wide structural planting zone will be provided between the verge and the plot boundary. The planting includes shrub planting and trees which is achieved in excess of 4 metres around the periphery of the site.

In terms of the noise impact of the buildings 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.

Transportation and Highways

The site will be accessed off the southern commercial link road which adjoins the east west link road which connects the A6 to Buckshaw Village. The southern commercial link road was granted planning permission in 2006 (06/00786/REMAJ).

Lancashire County Council's Highway Section have commented that they do not have any objections to the principle of the development. However concerns have been raised by County's Strategic Planning Section in respect of the level of parking proposed, the fact that no cycle parking is proposed and the lack of a travel plan.

Policy 7 of the Joint Lancashire Structure Plan sets out the levels of parking expected to be provided for new developments. The figures however are set at a maximum level not a minimum and it is considered that the proposed level of parking associated with the development is not excessive.

The proposed scheme does actually include cycle parking and cycle shelters across the site. This accords with the Joint Lancashire Structure Plan which states that provision should be made for long stay covered secure 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 occupiers has been decided.

County's strategic planning section have also commented that the Stage 2 bus service stipulated within the Section 106 Agreement in respect of the whole of the Buckshaw site should be implemented at this stage to serve the existing and forthcoming development. The Stage 2 bus service however is triggered within the Section 106 Agreement when a residential dwelling is first occupied on Buckshaw Village more than 400 metres away from a bus stop. This as yet has not happened and therefore the Stage 2 bus service does not yet have to be provided.

Further comments were raised by County's strategic planning section in respect of pedestrian/ cycle access to the site. It would be preferable to have links through the site to allow permeability from the railway station to the SRS. The site however is not for public use and it is considered that the nature of the site, the required security measures and landscaping required does not

create a site which could allow pedestrian access.

Network Rail have no objection in principle to the proposal subject to the criteria listed above. The proposal includes the erection of a retaining wall adjacent to the boundary with the railway. At the time of writing this report details of this wall had not been received but have been requested and will be reported on the addendum. Due to the proximity of the wall to the railway boundary and in line with Network Rail comments a condition will be attached to the recommendation requesting the submission of a method statement in respect of the works adjacent to the railway.

Conclusion

This is a speculative proposal and will provide 20 individual units for B1, B2 or B8 uses. The application site compliments the adjacent strategic regional site in terms of the uses proposed and the design and layout of the buildings. The development will provide economic and employment benefits for the Borough. It is recommended that permission is granted subject to the conditions attached

Recommendation: Approve Reserved Matters 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, unless otherwise agreed in writing by the Local Planning Authority, are:

Plan Ref.	Received On:	Title:
KWM07/16	15 th January 2007	Proposed Site Levels 1 of 3
KWM07/16	15 th January 2007	Proposal Drainage Link
KWM07/16	15 th January 2007	Proposed External Levels 3 of 3
781.03	27 th November 2006	Landscape Proposals
1221-PL19D	27 th November 2006	Proposed Location Plan
1221- PL01G	27 th November 2006	Proposed Site Plan
1221-PL03B	27 th November 2006	Unit A- Proposed GA Plan
1221- PL04B	27 th November 2006	Unit B- Proposed GA Plan
1221-PL05B	27 th November 2006	Unit CD- Proposed GA Plan
1221-PL06A	27 th November 2006	Unit E & H- Proposed GA Plan
1221-PL07B	27 th November 2006	Unit F- Proposed GA Plan
1221-PL08B	27 th November 2006	Unit G- Proposed GA Plan
1221-PL09B	27 th November 2006	Unit J- Proposed GA Plan
1221-PL10A	27 th November 2006	Unit K- Proposed GA Plan
1221-PL11B	27 th November 2006	Unit A- Proposed Elevations
1221-PL12B	27 th November 2006	Unit B- Proposed Elevations
1221-PL13A	27 th November 2006	Unit CD- Proposed Elevations
1221-PL14B	27 th November 2006	Unit E & H- Proposed Elevations
1221-PL15A	27 th November 2006	Unit F- Proposed Elevations
1221-PL16B	27 th November 2006	Unit G- Proposed Elevations
1221-PL17B	27 th November 2006	Unit J- Proposed Elevations
1221-PL18C	27 th November 2006	Unit K- Proposed Elevations
12205-PL20A	27 th November 2006	Site Section through Unit K South Boundary
1221-PL27	27 th November 2006	Typical External Bin Store
1221-PL28	27 th November 2006	Cycle Shelter & Cycle Racks

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

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. Before the development hereby permitted is first occupied, the cycle parking shall be provided in accordance with the approved plan. The cycle parking shall not thereafter be used for any purpose other than the parking of cycles and motorcycles.

Reason: To ensure adequate on site provision of cycle parking and in accordance with Policy No. 7 of the Joint Lancashire Structure Plan.

11. Before the development commences full details, in the form of a work methodology statement, shall be submitted to and been approved in writing by the Local Planning Authority in relation to the proposed retained wall and its proximity to the railway. The required details shall include details of the timescale for the construction of the retaining wall and details of the proposed work. The development thereafter shall be carried out in accordance with the approved methodology statement.

Reason : In the interests of the integrity of the operational railway and in accordance with Policy TR14 of the Adopted Chorley Borough Local Plan Review.

12. No materials or equipment shall be stored on the site other than inside the buildings.

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.

13. If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by 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 the approved details in the interests of the protection of Controlled Waters.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (Schedule 2, Part 8, Class A) or any Order revoking or re-enacting that Order, no internal alterations involving the removal of party walls between the individual units to result in the formation of combined larger units shall be carried out in respect of the buildings to which this permission relates without the prior submission to and approval in writing by the Local Planning Authority.

Reason : To prevent a proliferation of over large units in this transitional area and in accordance with Policy No. EM2 of the Adopted Chorley Borough Local Plan Review.
