

COMMITTEE REPORT

REPORT OF	MEETING	DATE	ITEM NO
DIRECTOR OF DEVELOPMENT AND REGENERATION	DEVELOPMENT CONTROL COMMITTEE	13/02/2007	

ADDENDUM

ITEM A1-06/01289/FULMAJ – Bolton West Motorway Service Area Northbound, Greenlands Lane, Anderton, Lancashire, BL6 6TB

Following the completion of the Committee report, Natural England has provided a consultation response on the application wherein no objections have been raised.

The recommendation therefore remains as per the main agenda.

ITEM A2- 06/01304/FULMAJ- Plot 4300 Buckshaw Avenue Buckshaw Village Euxton Lancashire

Following the completion of the Committee report the issue over the split of uses of the site has been further discussed. As referred to within paragraph two of the Principle of Use section of the report it was originally believed that a condition was required restricting the amount of B8 use on the site. However after further consideration of the location, size of buildings proposed and the Southern Commercial Masterplan it has been determined that a condition requiring a limit on B8 use is not required, therefore such a condition was not attached to the report.

The agent for the application has provided the following information. This plot represents the first phase of development on the southern commercial area. The design and scale of the site acts as a transition between the large strategic units in the SRS and the office buildings which are envisaged to the west of the southern commercial area around the railway station. Given the size and type of units proposed on the site it is unlikely that B8 uses will predominate. Evidence on Matrix Park indicates that many of the units will be occupied by hybrid uses which include elements of office, manufacturing and storage activity.

In addition to this it would be difficult to control the proportion of units to be used for B8 uses on this type of multi let estate. The site will be occupied by 20 small and medium size units primarily under 1000 square metres in size where occupation may change fairly frequently.

It is therefore considered that rather than condition the percentage on B8 use on the site it would be preferable to attach a condition which ensures that the smaller units shown on the application cannot be combined to create larger units. As stated earlier

it is considered that the size and nature of the buildings proposed will not attract a predominance of B8 uses on the site and the site will compliment the adjacent SRS site. Condition 14 of the recommendation relates to the buildings and ensures that the internal party walls cannot be removed to allow the formation of larger units.

Paragraph 8 of the Transportation and Highways Section of the report refers to the proposed retaining wall and that details of this wall will be reported on the addendum. However the contractors in charge of the retaining wall are not yet in a position to provide detailed design plans of the wall. A condition has been attached to the recommendation requesting details of the wall however this condition has been slightly amended and now reads as follows:

‘Before the development commences full details, in the form of a work methodology statement, shall be submitted to and 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 detailed plans of the proposed wall, 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 plans and 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.’