

# Botany Bay/Great Knowley Consultation Responses Received (November 2007)

# Appendix 1

Name	Response	Council Response
P & S Currall.	<p>Include restrictions to prevent parking on all side roads (entrances to Great Knowley and Merton Grove etc.) for a minimum distance to keep access clear at all times.</p> <p>Minimise the carbon footprint of the site by insisting that all sources of energy capture and reuse are incorporated in both the construction and operational phases of the project</p>	<p>The amount of development and access to the development will need to be designed to maximise opportunities to travel to the site by public transport therefore preventing overspill into the surrounding areas. Parking should be in line with the Joint Lancashire Structure Plan 2001 – 2016 (JLSP) Parking Standards, the level being informed by a completed accessibility questionnaire (see Table C of JLSP Parking Standards).</p> <p><b><u>Amend para 13</u></b> at Design Section. <b><u>“The integration of energy conservation will be achieved through means of design, materials, orientation and layout. Refer to the Sustainable Resources Submission Development Plan Document and in any event include appropriate renewable energy provision to achieve a 10% reduction in carbon emissions or any higher figure that may apply at the time.”</u></b></p>
Howerd Booth	<p>The site should accommodate no less than 80% B1 uses.</p> <p>Applicants will need to prepare a statement to prove that there are no more suitable sites in Chorley Town Centre.</p> <p>A contextually appropriate and high quality place will be required in terms of the amount of development, its layout, scale (height and massing of buildings), appearance, landscape setting, accessibility, and coherent and clear image.</p> <p>Building must not take place within 20m of the canal or any boundary.</p>	<p>The site should accommodate a balanced mix of office and general industrial employment uses. Any change to increase the % of office accommodation on this site would reduce choice and site location for employers in the Borough and may adversely impact on Chorley town centre as well as sustainable travel. The Council are committed to providing a choice of employment sites and to meet a range of needs and uses of different types of employers. See also Highway Agency comments below on trip generation for 50% B1 use of the site.</p> <p>It is a requirement in the document that an applicant will have to apply a sequential test if they are proposing office development on the site. <b>Insert at para 7:</b> “In terms of office development <b>on the site</b>, applicants should apply a sequential test (as set out in Planning Policy Statement 6: Planning for Town Centres) and so conform to the requirements of the Joint Lancashire Structure Plan Policy 17. Applicants will need to prepare a statement to show <b>proof</b> that there are no more suitable sites in Chorley Town Centre”.</p> <p>A Site Level Survey showing contours and breaks of slope will determine where buildings can be located. The document states in paragraph 10 that an appropriate balance between buildings (footprint and massing) and the spaces around and between them will be of critical importance.</p> <p>Landscaping around the entire site and Blackburn Road will be considered within the Landscape Impact Assessment to be submitted as part of the planning application. Insert additional reference at para 9 to <b><u>“appropriate boundary treatment”</u></b>.</p>

<p>Careful attention should also be paid to the creation of high quality public space. An appropriate balance between buildings (footprint and massing) and the spaces around and between them will be of critical importance. Designs in the master plan must make provision for a green space/park area of minimum 250m2.</p> <p>Footpath Number 26 and the canal must be maintained and upgraded in terms of surfacing so that it is adequate for cyclists.</p> <p>Design considerations should include the integration of renewable energy into the scheme to result in the equivalent of saving 10% of carbon emissions.</p> <p>Signage must be limited to 3m2 per office/unit and there should be no freestanding illuminated signs other than necessary highway signage.</p> <p>Include sound proof/light proof boundary fencing to protect local residents from noise and light pollution.</p>	<p>The location of a green/park area in this locality is not suitable because of the conflict of uses imposed by the proposed employment development such as the manoeuvring of vehicles to service premises and confined spaces. This whole area borders extensive countryside allowing for access to leisure pursuits such as walking.</p> <p>Insert at paragraph 12: "Footpath Number 26 is to be maintained and upgraded in terms of surfacing. <b><u>The openness of this footpath should be maintained.</u></b>"</p> <p>The Leeds and Liverpool Canal towpath will not form part of the Botany/ Great Knowley site planning application as the towpath is adjacent to the west bank of the canal and not part of the development site.</p> <p>Some improvements will be made to the Canal towpath in this locality following the approval of 3 office blocks at land to the south of Botany Bay Mill (07/0062/FULMAJ). The applicant included the Canal towpath within the red edge on the location site plan and has agreed to undertake improvement works to upgrade the Canal towpath.</p> <p><b><u>Amend para 13 at Design Section. "The integration of energy conservation will be achieved through means of design, materials, orientation and layout. Refer to the Sustainable Resources Submission Development Plan Document and in any event include appropriate renewable energy provision to achieve a 10% reduction in carbon emissions or any higher figure that may apply at the time."</u></b></p> <p>Signage will need separate consent through the Advertising Regulations</p> <p>Solid wooden fencing around the entire site and Blackburn Road would urbanise this site and would enclose the canal frontage. At the detailed planning stage appropriate, segregated levels of lighting could be agreed. Minimum amounts of lighting could be required along the canal side and along tree corridors.</p> <p><b>Insert</b> at paragraph 36 request for <b>a Full Noise Scheme Assessment</b> as part of the planning application submission requirements. There is a need for a full Noise Scheme Assessment to be undertaken before the Council can advise on either the need or the extent of noise restrictions.</p> <p><b>Insert</b> after paragraph 31 new heading and paragraphs on Noise Design Advice.</p>
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Stuart Litwinski	Loss of green field land and the effect it will have on ecology in the surrounding area. Do we really need more offices; is this making make best use of this land? We already have a large business development nearby on the old ROF site.	The Botany/Great Knowley site has been earmarked for employment development since 1991. It remains appropriate for this use and is probably needed more than ever before to foster local economic growth, employment creation and to offer a choice of employment sites. Any development on the site will need to be designed to a high standard and be well co-ordinated with any other proposals on the site – hence the need for the Guiding Principles.
British Waterways	Request the developer(s) of the Botany/Great Knowley site fund the upgrading of the short remaining stretch of the canal. In addition make an annual maintenance contribution for at least 10 years, to cover the cost of any necessary repairs to the towpath surface, litter collection and weedkilling as well as litter removal	The Leeds and Liverpool Canal towpath will not form part of the Botany/ Great Knowley site planning application as the towpath is adjacent to the west bank of the canal and not part of the development site.  Some improvements will be made to the Canal towpath in this locality

	from the water on this stretch. Costings can be provided to feed into the S106 agreement.	following the approval of 3 office blocks at land to the south of Botany Bay Mill (07/0062/FULMAJ). The applicant included the Canal towpath within the red edge on the location site plan and has agreed to undertake improvement works to upgrade the Canal towpath.
Mrs K.I. Riding	As there is a perfectly good site nearby (Buckshaw village) and factory units at the Chorley North site, more developments are not needed in this area. It will be difficult and costly to not go ahead with the development of the Botany Bay/Gt Knowley site. It would be regrettable to lose more green fields just because they are so close to the M61.	The Botany/Great Knowley site has been earmarked for employment development since 1991. It remains appropriate for this use and is probably needed more than ever before to foster local economic growth, employment creation and to offer a choice of employment sites. Any development on the site will need to be designed to a high standard and be well co-ordinated with any other proposals on the site – hence the need for the Guiding Principles.
Lancashire County Council	The Guiding Principles are welcomed and appear to highlight the issues relevant to the site. Chorley Council will need to be satisfied that development of this site will not result in an overprovision of employment land in Chorley. Welcome the addition of the Ecology and Biodiversity statement. Also add a contact for Public Rights of Way issues Tony Alker (Principal PRow Officer, 01772 533723).	<b><u>Insert: Contact Details: Public Rights of Way issues Tony Alker (Principal PRow Officer, 01772 533723).</u></b>
Highway Agency	If this site is to form part of the overall Local Development Framework allocations then a sound evidence base relating to sustainability will need to be produced in order to justify its location. Owing to the high percentage of B1 Office (50% of development), the site, when fully developed, is likely to generate in excess of 600 trips in the morning peak. Many of these trips will arrive via M61 J8 and will have a significant impact on its operation. Such a large generation figure raises questions in relation to the sustainability of the site in terms of its access by means other than the private car (particularly single occupancy cars). The bulk of these trips will result from the B1 office element. Could this element of the proposals be reduced? If sustainability is to be achieved, a comprehensive travel plan with associated ITB measures will need to be at the forefront of any proposals, with genuine trip forecast reductions. Monitoring regimes will also need to form part of the proposals to ensure that targets are both achieved and adhered to.	Comments Noted. Insert new para in Access- Highways Agency section: <b><u>If sustainability is to be achieved, a comprehensive travel plan with associated Influencing Travel Behaviour (ITB) measures will need to be at the forefront of any proposals, with genuine trip forecast reductions. Monitoring regimes will need to form part of the proposals to ensure that targets are both achieved and adhered to.</u></b>

## Areas of Concern Raised by Core Group of Residents September 2007

Areas of Concerns	Council Response
Piecemeal Development –not permitted. Require "will not be permitted"	The Council will not grant permission for this site until an appropriate Masterplan has been submitted as part of a planning application. It is unlikely the whole site will be constructed in one following an approved MasterPlan. It is more likely to be developed piecemeal because of the size of the site.
Use type 80% B1 offices	See Howerd Booth response Page 1
Proof of office availability within Chorley	See Howerd Booth response Page 1
Site Design-no building within 20m of any boundary	See Howerd Booth response Page 1
Maximum Noise Levels -75db	See Howerd Booth response Page 2 and 3
Landscaping and solid wooden fencing around the entire site and Blackburn Road	See Howerd Booth response Page 2 and 3
Max building height 6m	It is appropriate that heights should vary on this site, providing the concern below is not prejudiced and will achieve the aims of the residents to keep the building heights below the level of Blackburn Road.
Max roof height to be below ground level of Blackburn Road	Insert new bullit point at paragraph 10: <b><u>Building materials should be sympathetic to the local area and be predominantly of red brick and tile roof construction. Maximum roof height should be below the ground level of Blackburn Road.</u></b>
Building Construction red brick and tile roof	See response above
Footpath maintained and "green" kept minimum 10m either side	See Howerd Booth response Page 2
Green/park area with children's play area with facilities between Blackburn Road and Canal adjacent to the footpath	The location of a green/park area with children's play area in this locality is not suitable because of the conflict of uses imposed by the proposed employment development such as the manoeuvring of vehicles to service premises and confined spaces. The Council are unlikely to endorse such a children's facility unless it was overlooked by existing residential properties. Furthermore this whole area borders extensive countryside allowing for access to leisure pursuits such as walking.
Light order/control	At the detailed planning stage appropriate, segregated levels of lighting could be agreed to ensure there is no harm to ecological issues such as bats. Minimum amounts of lighting could be required along the canal side and along tree corridors
Signage –max signage per 3m squared. Not illuminated, Not placed closer than 10m apart.	Signage will need separate consent through the Advertising Regulations.
Ecological issues-animals protected/moved	A site survey and ecological survey is required to be submitted as part of a planning application to inform design. Certain plants and animals are protected by the Wildlife and Countryside Act 1981. European protected species, which include all species of bats in Britain, are given additional

	protection under the Conservation (Natural Habitats etc) Regulations 1994.
Transport Access- via Botany Roundabout only	Lancashire County Council as Highway Authority has confirmed access should be off road to Botany Bay village or off fifth arm of A674 roundabout. No access will be permitted off Blackburn Road.
Provision of traffic lights at Blackburn Road/Millennium Way	The Blackburn Road/A674 junction will have traffic lights installed in the spring of 2008.
Parking enforcement on Blackburn Road	See response to P & S Currall Page 1
Cycleway along canal resurfaced	See British Waterways response Page 3
Tree Preservation Order with 100k fine per tree/shrub	<p>The maximum fine for destruction of a tree(s) subject to a Tree Preservation Order is £20,000 (Crown Court)</p> <p>The Council has prepared Supplementary Planning Guidance on Trees and Development (1999) to help developers incorporate trees into their designs and to understand how to protect trees during the development process. Reference to this guidance will be inserted in the Guiding Principles document.</p>
Shrubs kept for bats and included in Tree Preservation Order	A Tree Preservation Order does not protect shrubs only trees of amenity value, which make a significant contribution to the visual quality of the environment both in countryside and towns. Landscaping details will be considered in detail as part of the ecological survey and the Landscape Impact Assessment both required to be submitted as part of the planning Application.