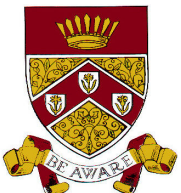
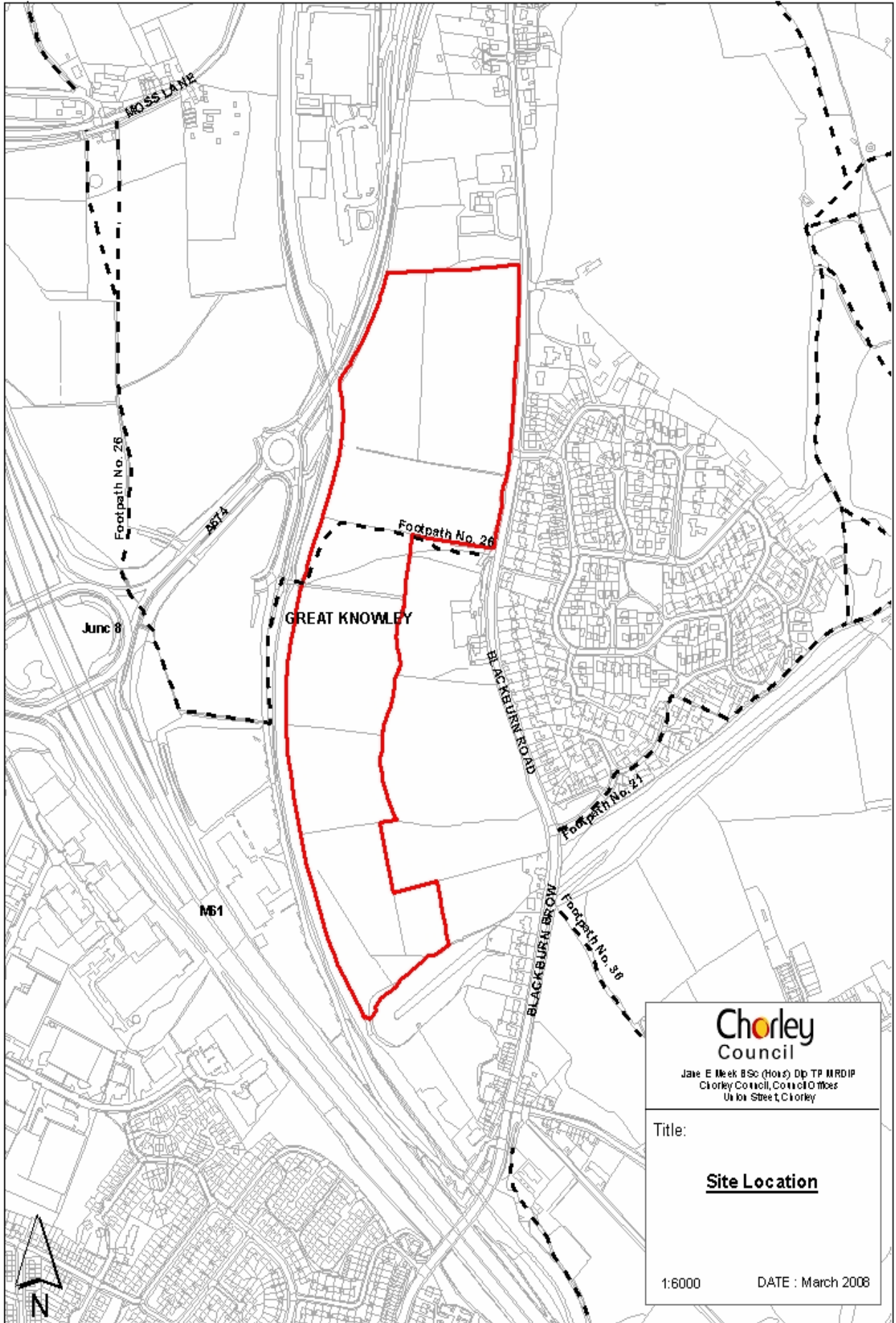


## GUIDING PRINCIPLES FOR DEVELOPMENT OF THE BOTANY/GREAT KNOWLEY SITE

March 2008







## INTRODUCTION

- 1 Planning Policy Statement 1 (PPS1) underlines that good design is indivisible from good planning. This guidance note is intended to assist the design process that should be undertaken by those considering the development of the Botany/Great Knowley site.

## LOCATION AND SITE DESCRIPTION

(See site location plan)

- 2 The essentials of the site are:
  - Large, prestigious and visually prominent sloping greenfield site of 14.1 hectares.
  - Situated off the A674, 2.5km to the north east of Chorley Town, in close proximity to junction 8 of the M61 motorway.
  - The western boundary comprises the Leeds – Liverpool canal.
  - The northern boundary is bounded by the A674 and Green Belt.
  - Blackburn Road forms part of the eastern boundary, together with an area of land allocated in the adopted Local Plan Review as an Area of Safeguarded Land. This same land and a former railway embankment mark the southern end of the site.
  - The site is currently used as grazing land.
  - A public footpath (number 26) runs through the site between Blackburn Road and a crossing over the Leeds and Liverpool canal at Knowley Bridge (Bridge 79).
  - The site contains a large number of trees, which are protected by a Tree Preservation Order (TPO) – see plan at the back of the document.

## REQUIREMENTS

### General

- 3 A comprehensive Master Plan for the whole site will be required as part of any outline planning application.
- 4 Piecemeal development will only be permitted in conformity with the approved Master Plan. Detailed applications for the separate parcels should only be submitted in line with the Master Plan otherwise such applications are likely to be refused planning permission.
- 5 The site is allocated under Policy EM1.4 of the adopted Chorley Borough Local Plan Review (August 2003) for B1 (Business (Offices/Light Industry)) and B2 (General Industry) uses. Policy EM2 covers development criteria for industrial/business development. **These policies have been saved.**
- 6 The site should accommodate no more than 50% B1 uses with the remainder comprising B2 uses to form a prestigious business park.
- 7 In terms of office development **on the site**, 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 **proof** that there are no more suitable sites in Chorley Town Centre.
- 8 The above requirement stems from the fact that certain policies including Policy EM1 (Employment Land Allocations) of the adopted Chorley Borough Local Plan, August 2003 are not in general conformity with the Replacement Joint Lancashire Structure Plan 2001-2016 (adopted March 2005). The Joint Lancashire Structure Plan Policy 17 states where office development should be located and that a local authority will need to assess the proportion of the overall land allocation, set out in JLSP Policy 14, which should be allocated to office

development (Use Class B1a). Policy EM1 as adopted does not take on board the requirements of JLSP Policy 17 or quantify the amount of land allocated specifically for office development.

## Design

- 9 Any scheme should make a positive contribution to the local environment **and consider the site's land form and character**. To this end, it should respond to the physical features of the site, its topography, boundary treatment, landscape features (including protected trees) and ecology; **biodiversity**, views into and out of the site; access into/out of and **circulative requirements** around the site for vehicles, and pedestrians **and cyclists**; existing services; and neighbouring uses (including the canal). A contextually appropriate and high quality place will be required in terms of the amount of development, its layout (**routes and building blocks**), scale (height and massing of buildings), appearance (**detail and use of materials**), landscape setting, **appropriate boundary treatment**, accessibility, and coherent and clear image. Early discussion with the Council is strongly advised.
- 10 Careful note should be taken of the following:
- The scheme should ensure that the developed site has its own identity. To this end, careful layout, good looking, innovative building design will be required. Over-elaborate detailing, **and size** should be avoided and, given local topography, special attention should be paid to roofscapes.
  - **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.**
  - Careful attention should also be paid to the creation of high quality public space. An appropriate balance between buildings (footprint and massing) and the **relationship of spaces** around and between them will be of critical importance.
  - The Leeds Liverpool canal is an important heritage and leisure asset and many canal-related structures within the Borough are listed as buildings of historic or architectural importance. The design of buildings fronting the canal and of any new structure crossing the canal should therefore respect the significance of the waterway in these terms. More particularly, any new bridge across the canal will be expected to safeguard and make a positive contribution to the distinctive character of local canal architecture.
- 11 Scheme design should take account of permissions granted for development on the opposite side of the Canal (Site EM1.9), so as to ensure compatibility between the two developments, and, in particular, to maintain the landscape dominated character of this section of the canal. At any one point, only one side of the Leeds and Liverpool Canal should have buildings fronting directly onto the canal and the other side should **where possible** be heavily landscaped **and maintain the openness of the canal** to avoid creating a corridor of development. **The opportunity to introduce a new pedestrian and cycleway on the east side of the canal should be taken as well as ways to encourage canal users to access local existing shopping and other services.**
- 12 Footpath Number 26 is to be maintained and upgraded in terms of surfacing. **The openness of this footpath should be maintained to make it safe, attractive and welcoming to all users. There should be provision for new internal pedestrian/cycling links to Footpath Number 26, and where an access crosses the canal there should be a pedestrian/cycle link onto the Leeds and Liverpool Canal towpath to improve existing walking and cycling networks.**

### **Contact details:**

**Public Right of Way Issues Tony Alker (Principal ProW Officer) (01772) 533723  
tony.alker@env.lancscc.gov.uk**



- 13 ~~Design considerations should include the integration of renewable energy into the scheme to result in the equivalent of saving 10% of carbon emissions.~~ **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.**
- 14 Scheme design should take account of the need to promote safety and security of people, place and buildings.
- 15 Scheme design should promote and create built or natural environments that encourage physical activity as a routine part of the daily life and ensure the new workplaces are linked to walking and cycling networks. (See National Institute for Health and Clinical Excellence public health guidance on creating environments to encourage physical activity).**
- ~~16~~ Careful attention should be paid to the need to create a high quality landscaped setting for the built development, including boundary treatment. It should be noted that, in order to establish the landscape framework for development, peripheral and structural planting (native species) will be required in the first season after planning permission is granted / development commences and ornamental and/or native planting to soften hard landscaping on completion of the building works.

### **Ecology and Biodiversity**

- ~~17~~ Careful recognition should be paid to the requirements of Planning Policy Statement 9: Biodiversity and Geological Conservation. The Key Principles of PPS9 ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered. These include that development plan policies and planning decisions:
- i) should be based upon up-to-date information;
  - ii) should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests;
  - iii) plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contribution that sites, areas and features, both individually and in combination, make to conserving these resources;
  - iv) planning policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within design of developments.
- ~~18~~ Planning Policy Statement 9 deals with Networks of Natural Habitats which provide a valuable resource, can link sites of biodiversity importance and provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment. Local authorities should aim to maintain networks by avoiding or repairing the fragmentation and isolation of natural habitats “this may be done as part of a wider strategy for the protection and extension of open spaces and access routes such as canals and rivers, including within urban areas”.
- ~~19~~ Planning Policy Statement 9 also states “that development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around development, using planning obligations where appropriate”.
- ~~20~~ A site survey and ecological survey is required to inform design. The site’s location within an “intermediate” Natural Heritage Zone is a consideration (Policy 21 of the Joint Lancashire Structure Plan Landscape and Heritage Supplementary Planning Guidance). In addition the

emerging Regional Spatial Strategy, Policy EM1 dealing with Heritage and Policy EM3 dealing with Green Infrastructure need to be considered.

**Contact Details:** John Jones (01772) 534171  
john.jones@env.lancscc.gov.uk

### **Access**

2120 Three potential Development Access points are shown on the Proposals Map of the Local Plan Review. However, now that the A674 roundabout giving access to Botany Bay village is available, this or a new access arm coming off the A674 roundabout are the preferred means of access. Lancashire County Council as Highway Authority would not support access from Blackburn Road. The Blackburn Road/A674 junction will have traffic lights installed in the spring of 2008.

#### **Highway Authority Contact Details:**

David Allen (01772) 533855 david.allen@env.lancscc.gov.uk  
Paul Dunne (01772) 530175 paul.dunne@env.lancscc.gov.uk

2224 There needs to be cooperation between the relevant landowners on both sides of the canal to make sure the road proposals can accommodate the necessary link over the canal to access the site, and to provide the infrastructure to serve all the development plots. The Borough Council will not grant planning permission for this site until the adjacent site, known as EM1.9 (Botany Bay), is under construction. The Council need to see a commitment that Site EM1.9 will be developed and the access arrangements are in place before this site comes forward for development.

2322 Any existing or proposed retaining structures supporting the highway or properties, including highway bridges, culverts and footbridges encountered/proposed on or access to the site must be notified and discussed initially with the relevant officer of the Lancashire County Council, Highways and Environment Management, Bridges Division.

**Contact Details:** Alex Fogg, (01772) 53 4624  
alex.fogg@env.lancscc.gov.uk

2423 If access into the site is proposed via a new canal bridge over the Leeds and Liverpool Canal, early discussion is advised with British Waterways and owners of the adjacent site EM1.9 (Botany Bay). Any new bridge will need to revert to private ownership. The developer should contact British Waterways as soon as possible to agree any necessary future stoppages.

**Contact Details:** Alison Truman (01942) 405774  
alison.truman@britishwaterways.co.uk  
www.britishwaterways.co.uk

2524 The Highways Agency should also be consulted at the onset because of the proximity of the site to the M61, junction 8 and how development would affect this part of the network; the design stage and the green travel plan.

**Contact Details:** David Wild (0161) 9305768  
david.wild@highways.gsi.gov.uk

25 The Highway Agency have indicated they require a Transport Assessment to be submitted in accordance with DfT Circular 02/2007 and Guidance on Transport Assessment (GTA), 2007. As the site is undeveloped at present, all trips generated by the site will be new to the network and could generate significant levels of traffic in the AM and PM peaks which could potentially have a material impact on the strategic highway. It is important for the Highway

Agency to understand how traffic generated by the site will be distributed onto the local and trunk road network. It is also important to take into account the permissions for development located on the opposite side of the canal at Site EM1.9.

**27 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.**

2826-The Highway Agency wish to see the following matters raised within a site masterplan:

- A full site Travel Plan providing, in outline form, a set of principles that would limit use of the private car, and promote viable, sustainable alternatives to all users. It would form the basis for all subsequent development proposals.
- Consideration of the whole site within the Agency's Influencing Travel Behaviour (ITB) initiative.
- Identification of maximum parking standards (by use class) for the whole of the site, using the parameters identified within the Joint Lancashire Structure Plan 2001- 2016.
- An accessibility mapping exercise for the whole site to determine strategic accessibility (by journey time) by car and public transport beyond its immediate environs.

2927-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).

3028 A developer contribution will be required (secured through a Section 106 agreement) to address transport and accessibility issues (including public transport) pertinent to the development. Lancashire County Council will advise the Borough Council on this aspect. The County Council will calculate contribution figures from those set out in the "Planning Obligations in Lancashire" - Policy Paper (July 2006) and subsequent approvals. The final sum could extend to several hundred thousand pounds.

**Contact Details:**

Neil Whittingham (01772) 533857 Planning Contribution Officer  
neil.whittingham@property.lancscc.gov.uk

**Noise Design Advice for New Industrial Use next to Residential Use**

**31 PPG24 states that local planning authorities must ensure that development does not cause an unacceptable degree of disturbance, while at the same time not placing unreasonable restrictions on development and to allow for the creation of jobs and the construction and improvement of essential infrastructure. It accepts that development of this nature will generate noise.**

**32 The following advice aims to protect the present and future occupiers of residential properties from new industrial or commercial noise.**

**33 Developers should carry out an assessment in accordance with BS4142 to determine the rating level of the new development. It is recommended that during normal daytime hours (0700 to 2300 hours), the BS4142 rating level, measured over 1 hour, should be 5dB below the background (L<sub>A90</sub>). During the night-time period (2300 to 0700 hours), the BS4142 rating level, measured over 5 minutes should be 5dB below the background (L<sub>A90</sub>).**

**34 The assessment should be carried out at the site boundary or at the nearest noise sensitive premises depending on the circumstances. These noise levels are intended**



**to ensure that existing noise sensitive premises and land which may be used for noise sensitive development in future does not become blighted by noise.**

**35 Consent Under the Control of Pollution Act**

**An applicant will also need to consider noise, vibration, dust etc from the construction process. An applicant is advised to apply to the Council for a prior consent under the Control of Pollution Act. The Council will be able to restrict times and noise limits for the construction phase of the development.**

## **APPLICATION REQUIREMENTS**

**36**<sup>29</sup> When a planning application is submitted, the Borough Council will expect it to be accompanied by the following: -

- A Transport Assessment;
- A Green Travel Plan;
- A Sequential Test Statement (for office development);
- An Ecological Survey (Great Crested Newts/Water Voles/Bats etc). This should also include a Phase 2 survey incorporating mapped NVC Communities, a survey for CRoW Act 2000 Section 74 Habitats and Species, an assessment of habitat linkage/de-fragmentation in the wider landscape and the opportunities to deliver biodiversity enhancement. The Ecological Survey should also give an indication of necessary mitigation measures;
- A Design and Access Statement;
- A Site Level Survey showing contours and breaks of slope;
- Section Drawings, showing the relative heights of proposed and surrounding buildings;
- Drawings showing accurate views into and out of the site before and after development;
- A Statement showing the location and sizes of any highway structures;
- A Landscape Impact Assessment, including existing trees and their spread in relation to buildings and the purpose and extent of any proposed screening;
- **A Full Noise Scheme Assessment**
- A Record of Community Involvement; (See adopted Chorley Council Statement of Community Involvement (July 2006) Sections 7 & 8);
- A completed accessibility questionnaire (see Table C of JLSP Parking Standards), which should inform the level of parking provision.

### **Note**

**37**<sup>30</sup> Lancashire County Archaeology Services has checked their records and there are no significant archaeological implications to the proposed development. Lancashire County will therefore not be recommending that any archaeological investigation of the site is necessary.

## **PLANNING POLICY INFORMATION**

A Direction has been issued under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 in respect of policies in the Adopted Chorley Borough Local Plan that are saved for on-going use after 27 September 2007. The saving of policies does not override Structure Plan non-conformity.

The site is allocated under Policy EM1.4 of the adopted Chorley Borough Local Plan Review (August 2003) for B1 (Business (Offices/Light Industry) and B2 (General Industry) uses. Policy EM2 of the Local Plan covers development criteria for industrial/business development. The following other local plan policies are particularly relevant.

Policy EP4 covers species protection, Policy EP9 - Trees and Woodland and Policy EP10 - Landscape Assessment.

Policy TR22 covers Development Access Points. Three development access points are shown on the Proposals Map. Policy TR4 covers highway related development control criteria and the requirement on a site of 5.0 hectares or more to support proposals with a Transport Impact Assessment.

Policy TR18 covers provision for pedestrians and cyclists in new developments. Policy RR19 covers the provision of footways, cycleways and bridleways in existing networks and new development.

Policy DC1 covers the Green Belt and Policy DC3 covers the Areas of Safeguarded Land.

The Statement of Community Involvement (July 2006) sets out the Council's proposals for the involvement of the local community in the preparation of the new Local Development Framework and in the determination of Planning Applications. Section 7 covers what are the best ways of informing the Community about planning proposals and Section 8 - the record of Community Involvement.

Town Centre Strategy adopted October 2006.

Economic Regeneration Strategy adopted March 2006.

## COUNCIL CONTACTS

David Stirzaker	Planning Officer Development Control (East Team)	(01257) 515223	david.stirzaker@chorley.gov.uk
Alison Marland/ Louise Nurser	Principal Planning Officers: Planning Policy	(01257) 515281	alison.marland@chorley.gov.uk louise.nurser@chorley.gov.uk
Peter McAnespie	Regeneration and Urban Design Manager	(01257) 515286	peter.mcanespie@chorley.gov.uk
Cath Burns	Economic Development Manager	(01257) 515305	cath.burns@chorley.gov.uk
Irene Riding	Economic Development Assistant	(01257) 515300	irene.riding@chorley.gov.uk
Lindsey Ralston	Landscape Assistant	(01257) 515218	lindsey.ralston@chorley.gov.uk
Keith Winstanley	Arboricultural Officer	(01257) 5603	keith.winstanley@chorley.gov.uk

