

Item A. 3 07/01395/REMAJ Approve Reserved Matters

Case Officer Mrs Nicola Hopkins

Ward Astley And Buckshaw

Proposal Reserved matters application for the erection of 3 buildings for B2 use with ancillary parking areas.

Location Site 5, 7 And 9 Buckshaw Avenue Buckshaw Village Lancashire

Applicant Helioslough Ltd

**Consultation expiry: 31st January 2008
Application expiry: 14th March 2008**

Proposal The proposal is a reserved matters application by Helioslough Ltd for the erection of 3 industrial buildings to include ancillary offices and associated access, car and lorry parking, hardstanding and landscaping on Sites 5, 7 and 9 of the Strategic Regional Site (SRS). Outline Planning Permission was granted for the Strategic Regional Site in December 2004 (04/00882/OUTESM).

The combined sites have an area of approximately 9.07 hectares and all three buildings will be accessed from the link road proposed within the outline application. The link road has been completed and connects the A6, Preston Road, with Buckshaw Village

The buildings are warehouse style buildings. Unit 5 extends up to 14.26 metres in height (to the top of the parapet). The building measures approximately 85.2 metres by 112.5 metres. Internally the building provides 9,071 square metres of production/warehouse space with ancillary offices located on two floors providing 1,441 square metres of floor space.

To the front of Unit 5 there is sufficient space for 100 vehicles (including 5 disabled spaces). To the eastern elevation is a service yard providing HGV parking and providing access to 10 delivery bays.

Unit 7 extends up to 14.255 metres in height (to the top of the parapet). The building measures approximately 99 metres by 120.15 metres. Internally the building provides 11,345 square metres of production/warehouse space with ancillary offices located on two floors providing 1,541 square metres of floor space.

To the front of Unit 7 there is sufficient space for 76 vehicles (including 4 disabled spaces). To the northern elevation is a service yard providing HGV parking and providing access to 14 delivery bays.

Unit 9 extends up to 14.175 metres in height (to the top of the parapet). The building measures approximately 125 metres by

200.2 metres. Internally the building provides 24,013 square metres of production/ warehouse space with ancillary offices located on two floors providing 2,935 square metres of floor space.

To the front of Unit 9 there is sufficient space for 107 vehicles (including 7 disabled spaces) additionally there will be 30 car parking spaces to the front of the northern elevation. To the north there is a service yard providing HGV parking and providing access to 29 delivery bays.

The buildings will be clad in waveform microrib cladding in metallic silver, horizontal profiled Corus Arcline cladding colour coat Celestia Delphi, curtain walling/ window frames in dark grey metallic aluminium and blue tinted 'antisun' glazing. The roof is set behind a deep overhanging parapet, having feature columns to the primary elevation, which faces the link road and contains the office element with main pedestrian access.

Planning Policy	Policy 7, Policy 15, Access and Parking SPG (JLSP). GN5, DC6, EM1A, EM2, EP18, EP20, EP21A, TR4, TR11, TR18 (ACBLPR)
Planning History	<p>04/00029/FULMAJ - Remediation and reclamation earth works. Approved 28 April 2004.</p> <p>04/00882/OUTESM - Outline application for employment development including full details of a link road – Approved December 2004</p> <p>06/00589/REMAJ – Site 6/8- Erection of regional distribution centre, including warehouse/storage, ancillary offices, car and lorry parking, access and part circulation space, gatehouse, MHE store and fuel point (site area 6.6 Ha) – Approved September 2006</p> <p>06/00590/REMAJ – Site 6/8- Part gatehouse, circulation space, MHE store and fuel point, associated with the erection of Regional Distribution Centre (Site area 1.0 Ha) – Approved September 2006</p> <p>06/00601/REMAJ – Site 2 - Reserved Matters Application for the erection of 18,353 Sq m building for B2/B8 use with ancillary parking areas and landscaping – Approved July 2006</p> <p>06/00602/REMAJ – Site 3- Reserved Matters Application for the erection of 9,821 Sq m building for B2/B8 use with ancillary parking areas and landscaping- Approved July 2006</p> <p>06/00674/REMAJ- Site 4- Reserved Matters Application for the erection of 21,563 Sq m building for B2/B8 use with ancillary parking areas and landscaping. Approved October 2007</p> <p>06/01078/REMAJ- Site 6/8- Part RDC, access, parking gatehouse, circulation space, part MHE store, bottle gas store and fuel point and landscaping. Approved December 2006</p> <p>06/01079/REMAJ- Site 6/8- Erection of regional distribution centre, including warehouse/storage, ancillary offices, car and lorry parking, part circulation space and landscaping. Part MHE store, pallet store, bottle gas store and compactor machine.</p>

Approved December 2006

Representations

None received

Consultations

Lancashire County Council (Ecology)- require the submission of detailed landscaping plans

Network Rail have no objection to the principle of the development

Chorley Council's Landscape Assistant- has no objection to the details as submitted.

South Ribble Borough Council no objection

Lancashire County Council (Traffic) no objection subject to the submission of a Travel Plan

The Environment Agency has no objection subject to a contamination condition

United Utilities no objection subject to various conditions/informatives

Lancashire County Council (Planning) the application does not raise any issues of Strategic Significance.

Assessment

The site constitutes plots 5, 7 and 9 on the Regional Investment Site identified in Regional Planning Guidance for the North West. This designation is carried through into Policy 15 of the Joint Lancashire Structure Plan which states that land will continue to be allocated at Royal Ordnance Euxton primarily for high quality generic manufacturing uses and knowledge based industry. The policy also requires development to have high standards of development quality, urban design, landscaping and energy conservation co-ordinated by a masterplan. The designation is further carried through to the Chorley Borough Local Plan Policy EM1A which reserves land for strategic investment of regional significance, and lists a number of criteria that proposal should comply with including the scale of development, impact on surroundings and nearby occupiers, satisfactory vehicular access, occupation by a limited number of occupiers, comprehensive planning for the site as a whole, and safe links for pedestrians and cyclists.

This site constitutes 9.07 ha, (divided between site 5- 2.15 hectares, site 7- 2.37 hectares and site 9- 4.55 hectares) which equates to approximately 47% of the RIS. The use is a mixture of B1 ancillary office use and B2 (General Industrial). Policy 15 advises that the RIS should be used primarily for generic manufacturing uses and knowledge based industry. The S106 Agreement forming part of outline planning permission requires not less than 40% of the overall site to be used for High Quality Generic Manufacturing uses and Knowledge Based Industry. Due to the proportion of speculative uses which have been granted planning permission on the whole of the site the grant of speculative use on this site has the potential to result in 100% B8 use which would be contrary to the Council's aims for the site and Policy 15 of the JLSP. As such although the applicant originally applied for speculative B2/B8 use they have been advised that

this is unlikely to be considered acceptable and the applicants have accepted an application just for B2 use. This shows a commitment by the applicant to attracting generic manufacturing uses and knowledge based industry and a condition will be attached to the recommendation restricting the Use to B2 use only with a emphasis on High Quality Generic Manufacturing uses and Knowledge Based Industry

Green belt issues

Policy 6 of the Joint Lancashire Structure Plan and Policy DC1 of the Chorley Borough Local Plan Review show this site to be within the Green Belt. Policy DC1 advises that planning permission will not be granted, except in very special circumstances for development other than agriculture, forestry, recreational facilities, cemeteries, the re-use of buildings, replacement dwellings and affordable housing in certain circumstances, and the redevelopment of Major Developed Sites in accordance with Policy DC6. The application site is within the Major Developed Site designation.

Policy DC6 contains a number of criteria that the redevelopment of Major Developed Sites should address. These advise that the development should not have a materially greater impact than the existing use on the openness of the Green Belt; that it is in scale and keeping with the main features of the landscape; that it does not exceed the height of the existing buildings; that it contributes to the objectives for the use of land in Green Belts; that the appearance of the site is maintained or enhanced in the context of a comprehensive long term plan; the buildings are of permanent construction; and the buildings do not occupy a larger area than the buildings they replace.

The landscape of the Royal Ordnance site is essentially a very artificial one, having been subject to massive earth movements to form underground bunkers and blast mounds with a variety of buildings and infrastructure. Much of the site has now been cleared and remediated, which because of the previous use of the site has required the reforming of the landscape as part of the remediation process. The site has also been closed to public access for more than 60 years. The proposed height of buildings (approximately 14m) will exceed the highest previous buildings on the site, which were around 10m high. However, I am satisfied that the form of development shown as part of the overall Masterplan for the RIS detailed in the Outline application (04/00882/OUTMAJ), with vistas containing large open water features, the quality of the landscaping design proposed, the introduction of public access by road and an extensive network of recreational routes, will ensure that this proposal accords with the intentions of Policy DC6.

I am satisfied that this does not conflict with the aims of Green Belt policy as expressed in Policy DC1.

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 application site will be occupied by three large buildings, areas of hardstanding for car parking and a service yard and areas of landscaping. The design of the buildings includes the use of different materials and elevational treatments which break up the bulk of the building. The design of the buildings is of a higher standard than would be expected for this type of building. The site fully accords with the Masterplan submitted with the Outline Planning application. The materials proposed are similar to this used on the adjacent buildings which have been constructed.

United Utilities consultation response refers to SUDS and the fact that it is not their Policy to adopt these kind of structures. The SUDS, however, are outside the application site and form the lakes along the link road. These structures have already been approved and are currently under construction. They do not form part of this application and therefore aren't under consideration.

Environmental and landscape impacts

The application incorporates landscaping around the building. To the front of the building there will be landscaping along the link road which will be carried out under the provisions of the Outline Planning Application and has commenced. Landscape buffer strips in excess of 20 metres wide will be provided to the west of Site 9, between site 5 and 7 and between site 3 and 5. Additionally planting/ landscaping will be provided to the rear of the buildings adjacent to landscape mounds. In accordance with the Section 106 Agreement a landscape buffer is required between each of the units. However the Masterplan was amended in 2006 removing the landscape buffer strip between site 7 and 9 this was to allow flexibility within the site and potentially combine the two plots. As such the current scheme accords with the approved Masterplan.

In terms of the noise impact of the building 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. Network Rail have suggested conditions in respect of the proximity of the site to the railway however the railway is located behind the buildings on the opposite side of the highway and it is not considered that the proposals will impact on the railway.

Transportation and Highways

The site will be accessed off the link road which connects the A6 to Buckshaw Village. This highway has already been completed.

Lancashire County Council's Highway Section have commented that they do not have any objections to the principle of the development. They have commented that the amount of mobility parking spaces proposed appears acceptable, they are concerned

with the level of cycle parking facilities and the fact that no travel plan has been submitted.

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 occupy has been decided.

Cycle parking is provided for each of the units and details of secure, covered cycle parking facilities have been provided which is consistent with the rest of the development. As such the facilities are considered to be acceptable.

Conclusion

This application relates to the erection of the last three buildings on the Strategic Regional Site and will provide between 629 and 1481 new jobs. It will develop the remainder of the Regional Investment Site and fulfil the objectives in Regional Planning Guidance for the North West, the Lancashire Structure Plan and the Chorley Borough Local Plan. 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. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

Reason: To ensure a visually satisfactory form of development, to protect the amenities of occupiers of nearby property and in accordance with Policy Nos. GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.

2. 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 plans. 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.

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. 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.

5. 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 Policy No GN5 of the Adopted Chorley Borough Local Plan Review.

6. The development hereby permitted shall be carried out in accordance with the external facing materials detailed on the approved plans. The development shall only be carried out using the approved external facing materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.

7. The development hereby permitted shall be carried out in accordance with the hard ground- surfacing materials detailed on the approved plans. The development shall only be carried out in conformity with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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 of the Adopted Chorley Borough Local Plan Review.

8. 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.

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.7 of the Joint Lancashire Structure Plan.

10. The premises shall be used for B2 uses only, specifically high quality generic manufacturing uses and knowledge based industry and for no other purpose (including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision in any statutory instrument revoking and re-enacting that Order).

Reason: In order to ensure the aspirations for the Regional Investment Site are achieved and in accordance with Policy 15 of the Joint Lancashire Structure Plan and Policy No EM1A of the Adopted Chorley Borough Local Plan Review.

11. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plans or as may otherwise be agreed in writing with the Local Planning Authority before any development is first commenced.

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained

written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use and in accordance with Government advice contained in PPS23: Planning and Pollution Control

13. No materials or equipment shall be stored on the site other than inside the building.

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.
