

APPLICATION REPORT – 18/00820/FULMAJ

Validation Date: 30 August 2018

Ward: Astley And Buckshaw

Type of Application: Major Full Planning

Proposal: Erection of three storey office building following demolition of Brisance House

Location: BAE Systems Property And Environmental Services Brisance House Euxton Lane Euxton Chorley PR7 6AQ

Case Officer: Mr Iain Crossland

Applicant: Mr Julian Hindle

Agent: Mr Graham Margerison

Consultation expiry: 8 November 2018

Decision due by: 29 November 2018

RECOMMENDATION

1. It is recommended that planning permission is approved subject to conditions.

SITE DESCRIPTION

2. The application site is located within the settlement area of Euxton, on part of a site comprising commercial and education uses. It is located close to the junction of Euxton Lane and Central Avenue, and is accessed from Euxton Lane. The site is also located adjacent to the railway line, close to Buckshaw Parkway rail station.
3. The proposed office building would be sited in the same position as a previous office building that was recently demolished. The character of the immediate area is mixed with commercial and education uses in the immediate vicinity as well as transport, leisure and residential uses beyond the site.

DESCRIPTION OF PROPOSED DEVELOPMENT

4. The application seeks planning permission for the erection of a three storey office building following the demolition of an existing single storey office building. The office building has been demolished since the application was submitted. New car parking would be laid out and existing car parking reconfigured to support the proposed office building.
5. The proposed building would have a footprint of approximately 44m in length by 16m in width with an entrance foyer/stairwell of 7.8m in length by 4.7m. This would provide a combined floor area of 695sq.m. per floor (2085 sq.m over three storeys). The overall height of the building would be approximately 11.7m to the ridge, with an eaves height of approximately 9.0m.

REPRESENTATIONS

6. No representations have been received.

CONSULTATIONS

7. Waste & Contaminated Land: Have confirmed that they have no comments to make.
8. Lancashire Highway Services: Have no objection subject to conditions.
9. Network Rail: Have no objection.
10. United Utilities: Have no objection subject to conditions.
11. Construction Skills Training And Employment Partnership: The Construction Skills Training and Employment Partnership (CSTEP) are able to support the planning applicant to produce an employment and skills plan (ESP) for the construction phase of this project in accordance with the SPD for employment and skills.
12. Euxton Parish Council: Have queried whether the 'measured' car parking on offer equates to the building size, as it will now be 3 storey and presumably much bigger.

PLANNING CONSIDERATIONS

13. The National Planning Policy Framework (The Framework) is strongly in support of proposals that sustain and enhance economic growth. It states in paragraph 80 that significant weight should be placed on the need to support economic growth and productivity through the planning system.
14. This is complemented by Central Lancashire Core Strategy policy 10, which seeks to protect existing employment premises and sites. The application site was until recently occupied by an office building that was in employment use. As such the proposed development would retain the employment provision at this location.
15. It is noted that Euxton is identified as an Urban Local Service Centre suitable for some growth and investment in policy 1(d) of the Central Lancashire Core Strategy, in order to help meet employment needs.
16. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new business development. This policy sets out a number of criteria to be satisfied by such proposals. The most relevant criteria to this proposal are set out and assessed as follows:
17. *a) they are of a scale and character that is commensurate with the size of the settlement;*
The development is of a scale that is commensurate with the area of the application site and scale of other nearby buildings. The design and appearance would be in keeping with the character of the site, and reflects the design of several office buildings of the same design on a nearby business park.
18. *b) the site is planned and laid out on a comprehensive basis;*
The development would form part of a wider site that is already laid out on a comprehensive basis.
19. *c) the site will not prejudice future, or current economic activities within nearby areas;*
There is no evidence to suggest that the proposed development would prejudice future, or current economic activities within nearby areas;
20. *d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;*
The proposed development would not result in any greater impact on noise or disturbance than is currently experienced as a result of the businesses located on the wider site;
21. *e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;*
The existing access would be retained and unaltered.

22. *f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;*

The location is well served by public transport with a bus service along Euxton Lane. There is also a rail station at Buckshaw Parkway less than 300m from the site, which provides excellent accessibility to a large catchment. The location is easily accessible on foot or bicycle to the residential areas of Euxton, Buckshaw Village and Astley Village.

23. *h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;*

The development is not considered to be unsightly and, therefore, screening is not considered necessary. No security fencing is proposed. The existing perimeter boundaries would be retained and are necessarily secure given the shared boundary with the railway line to the north.

24. *j) the development makes safe and convenient access provision for people with disabilities;*

The proposed building would have a level or ramped access, there would be an internal lift and the development would need to comply with DDA regulations. There would also be four disabled parking bays.

Impact on neighbour amenity / noise

25. The proposed building would be located approximately 100m to the north of the nearest residential property at Stansfield House Barn. The nearest properties on Buckshaw Village are located over 200m from the site to the north. This is considered to be a significant degree of separation and as a result the proposed development would not result in any adverse impact on amenity.

26. The site currently comprises offices and other employment uses, which have operated on site for some considerable period of time. As such a certain level of noise has already occurred through the everyday operation of these businesses and the coming and going of employees and visitors. As such the level of noise and disturbance generated is likely to be no greater than that which currently takes place.

Impact on character and appearance of the locality

27. The proposed development would be commensurate in the context of the existing buildings in the locality, and there are already two office buildings of very similar design nearby in prominent positions. The proposed building would be highly visible from Euxton Lane and would also be visible to the rear from Buckshaw Parkway rail station and the approach road. The proposed building would be a contemporary office building typical of others in the area, and although it would be of a larger scale than the previous building on the site it would be set back from the highway at Euxton Lane and would be of a scale and design expected in the location of this nature. The rear of the building includes some detail, including a centrally positioned glazed gable, which would provide a feature of interest when viewed from the railway station and approach road. Given the mixed commercial character of the area, the proposed development would not result in any unacceptable harm.

Highway safety

28. The site currently has an established vehicular access from Euxton Lane. This would be retained within the proposed development and is unaffected.

29. The proposed development would provide 2085 sq.m of new office space. This would result in a requirement for 70 car parking spaces in line with the parking standards for such development as set out in the Chorley Local Plan 2012 – 2026 at Appendix A. The proposal originally specified 122 car parking spaces. LCC Highways considered this to be an overprovision and raised an objection on this basis. The proposal was subsequently revised through a remodelling of the site to provide additional car parking areas for a total of 77 vehicles, with provision for 4 disabled spaces, motor cycles and bicycles to serve the new office accommodation. Although this is slightly more than necessary it is not considered that this over provision of parking space would make the proposed development unacceptable, and it is noted that LCC Highways no longer object to the proposal on this basis.

30. In addition to the above, the site is located in a sustainable location with access to a railway station at Buckshaw Parkway, less than 300m away, bus services along Euxton Lane and good walkways and cycleways to nearby residential development. It is also noted that secure covered cycle storage would be provided on site as part of the development.

Economic impact

31. The proposal is in accordance with the Framework in that it supports economic growth. The local development framework supports the provision of employment premises and development that contributes to local economic growth. This also contributes to one of the four main strands of the Council's corporate strategy – a strong local economy.

CONCLUSION

32. The proposed development would contribute to economic growth within Chorley. There would be no unacceptable detrimental impact on the amenity of neighbouring occupiers or on the appearance of the site and character of the area. In addition, there would be no unacceptable impact on the highway network. On the basis of the above, it is recommended that planning permission be granted.

RELEVANT HISTORY OF THE SITE

Ref: 18/00667/DEMCON **Decision:** PERDEM **Decision Date:** 6 August 2018
Description: Application for prior determination for the proposed demolition of Brisanse House and associated outbuildings

RELEVANT POLICIES: In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/guidance considerations are contained within the body of the report.

Suggested Conditions

No.	Condition
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
3.	<p>The parking and associated manoeuvring facilities detailed on plan reference BS.18-108(B)/03 Rev.B, received on 03 October 2018, and identified as 'Proposed Site Plan' shall be made available in accordance with the approved plan prior to the first occupation of the development hereby permitted and shall be retained at all times thereafter specifically for this purpose.</p> <p><i>Reason: To ensure the provision of adequate car parking on site and in the interest of highway safety.</i></p>
4.	<p>The development hereby permitted shall be carried out in accordance with the</p>

	<p>following approved plans:</p> <p>To be confirmed on the addendum.</p> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
5.	<p>The premises hereby approved shall be used for no purpose other than those in Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).</p> <p><i>Reason: To define the permission and in the interests of maintaining neighbour amenity.</i></p>
6.	<p>Prior to the commencement of any development, other than demolition and enabling works, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.</p> <p>The development shall be completed in accordance with the approved details.</p> <p><i>Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</i></p>
7.	<p>Prior to construction of the superstructure of the building hereby approved details of the secure cycle parking storage shall be submitted to and approved in writing by the local planning authority. The approved cycle storage shall be provided in all respects and made available for use prior to the first occupation of the building, and shall thereafter be retained.</p> <p><i>Reason: To ensure adequate on site provision for cycle parking.</i></p>
8.	<p>No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ol style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors ii. hours of operation (including deliveries) during construction iii. loading and unloading of plant and materials iv. storage of plant and materials used in constructing the development v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate vi. wheel washing facilities vii. measures to control the emission of dust and dirt during construction viii. a scheme for recycling/disposing of waste resulting from demolition and construction works ix. arrangements for staff and visitor parking throughout the duration of the development works. <p><i>Reason: In the interests of highway safety and to protect the amenities of the nearby residents.</i></p>