

DEVELOPMENT CONTROL COMMITTEE

TUESDAY, 14TH AUGUST 2018, 6.30 PM

COUNCIL CHAMBER, TOWN HALL, CHORLEY

I am now able to enclose, for consideration at the above meeting of the Development Control Committee, the following report that provides an update of events that have taken place since the agenda was printed.

Agenda No Item

6 **ADDENDUM FOR BOTANY**

| (Pages 3 - 84)

GARY HALL
CHIEF EXECUTIVE

Electronic copies sent to Members of the Development Control Committee

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

This page is intentionally left blank

C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Director (Customer and Digital)	Development Control Committee	Date 14 August 2018

ADDENDUM

ITEMS 3, 3b, 3c and 3d

17/00713/OUTMAJ – Land Adjacent And South Of Leeds Liverpool Canal Blackburn Road Chorley

There is no update to the report.

17/00714/OUTMAJ – Land To The West Side Of Blackburn Road Chorley

There is no update to the report.

17/00715/OUTMAJ – Land Between M61 Motorway And Leeds And Liverpool Millennium Way Chorley

- Para 45 of the report should read as follows;

Of the larger sites none are considered to be truly 'available' for development or are heavily constrained such that the minimum site area of 7.1ha **can't** be achieved. As such it is considered that there are no sequentially preferable sites available and the sequential test as set out in paragraph 86 of the NPPF is passed

17/00716/OUTMAJ – Land To The Rear Of 135 Blackburn Road Blackburn Road Chorley

- Para 39: the affordable housing requirement should read **30 units** (not 56.4)

The recommendation remains as per the original reports.

Representations

Lindsey Hoyle MP has sent two letters regarding the proposed development which are attached at the end of the addendum.

3no. further letters of objection have been received echoing the grounds of objection detailed in the main report.

Comment has also been made that the drawing submitted by HOW Planning on the 24/7/18 (ES Further information - Highways Mitigation works. Curtins ref TPMA 1498-116A) is incomplete. It does not show the crash barrier at the rear of the footway on the NW corner of Euxton Lane and the proposed scheme does not show the crash barrier at the back of kerb being replaced. It is therefore misleading in representing the width of footway being retained by the scheme.

In response to this, LCC have confirmed that they are aware of the existing barriers (including crash barriers) in the area and have advised that drawings submitted as part of any planning application only need to include the principles of mitigation and not the detail. All infrastructure to support a layout (including any restraints) is considered and included as part of the detail design stage which is subject to approval by the highway authority/local planning authority irrespective whether the county council undertakes the designs or allows the developer (by agreement). The final designs also need to satisfy a safety audit which is undertaken by a team which is independent to the designers.

1No. further letter of support has been received.

The following consultee responses have been received:

South Ribble Borough Council's appointed consultants have confirmed that after reviewing all of the information provided, they are satisfied that although the cumulative impact on Preston city centre is considered to be high, this is principally as a result of the commitments rather than the proposals at Botany Bay. In addition, they confirm that they do not consider that the diversion would cause a significant adverse impact on the defined centres and that the proposal is, therefore, compliant with paragraphs 89 and 90 of the revised NPPF and policy EP9 of the Local Plan and Policy 11 of the Central Lancashire Core Strategy.

The following conditions are recommended.

APPLICATION REPORT – 17/00713/OUTMAJ

Suggested conditions

Approved plans	
1	<p>The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission.</p> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> • Location Plan (dwg ref. 14824- 100) - This plan identifies the application boundary edged red; • Land Use Parameter Plan (dwg ref. 14824-102) - This plan identifies the development parameters and uses of the site. Subsequent reserved matters applications for built development shall be in broad accordance with this plan; • Access Drawing (dwg ref. TMPA1498-105) - This plan identifies the specification of the access sought for approval as part of this application; <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
Reserved Matters	
3	<p>An application for approval of the reserved matters, namely the layout, scale, appearance and landscaping of the development, must be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.</i></p>

<p>4</p>	<p>Prior to the commencement of development a scheme for the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.</p> <p><i>Reason: To secure the proper development of the site in an orderly manner.</i></p>
<p>5</p>	<p>Prior to the commencement of each phase full details of the existing and proposed ground levels and proposed finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
<p>Construction</p>	
<p>6</p>	<p>No phase of development shall take place, until a Construction Management Plan for that phase 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"> 1. vehicle routing and the parking of vehicles of site operatives and visitors; 2. hours of operation (including deliveries) during construction; 3. loading and unloading of plant and materials; 4. storage of plant and materials used in constructing the development; 5. siting of cabins, site compounds and material storage area; 6. the erection of security hoarding where appropriate; 7. wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the

	<p>highway.</p> <p>8. measures to mechanically sweep the roads adjacent to the site as required during the full construction period.</p> <p>9. measures to control the emission of dust and dirt during construction;</p> <p>10. a scheme for recycling/disposing of waste resulting from demolition and construction works.</p> <p>11. measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses.</p> <p><i>Reason: In the interests of highway safety, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</i></p>
<p>Flooding and Drainage</p>	
<p>7</p>	<p>As part of any reserved matters application and prior to the commencement of any Development, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The surface water drainage scheme shall include the following as a minimum:</p> <p>a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change – see EA advice Flood risk assessments: climate change allowances’), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable , the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;</p> <p>b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate which has been calculated at 8 l/s/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;</p>

	<p>c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <p>d) Flood water exceedance routes, both on and off site;</p> <p>e) A timetable for implementation, including phasing where applicable;</p> <p>f) Site investigation and test results to confirm infiltrations rates;</p> <p>g) Details of water quality controls, where applicable;</p> <p>h) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and</p> <p>i) Provision of compensatory flood storage.</p> <p>No building(s) shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.</i> 2. <i>To reduce the risk of flooding to the proposed development, elsewhere and to future users.</i> 3. <i>To ensure that water quality is not detrimentally impacted by the development proposal.</i> 4. <i>To ensure safe access and egress from and to the site.</i> 5. <i>To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.</i> 6. <i>To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.</i> 7. <i>To reduce the risk of flooding to the proposed development and future occupants.</i>
8	No development shall commence until details of an appropriate management

	<p>and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The management and maintenance plan shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: <ul style="list-style-type: none"> i. on-going inspections relating to performance and asset condition assessments; and ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; and c) Means of access for maintenance and easements where applicable. <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved buildings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development</i> 2. <i>To reduce the flood risk to the development as a result of inadequate maintenance</i> 3. <i>To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i>
9	<p>Attenuation basins and flow control devices/structures shall be constructed and operational prior to the commencement of development for any or building(s).</p>

	<p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. To ensure site drainage during the construction process does not enter the watercourses at un-attenuated rate. 2. To prevent a flood risk during the construction of the development.
10	<p>Foul and surface water shall be drained on separate systems, with no surface water discharged to the foul water drainage.</p> <p><i>Reason: To secure proper drainage and to manage the risk of flooding and pollution.</i></p>
11	<p>No phase of development hereby permitted shall be built above slab level until a scheme for the installation of oil and fuel interceptors to all external hardstanding areas used for vehicle parking, manoeuvring, loading or unloading has first been submitted to and agreed in writing by the local planning authority for that phase. The agreed details shall be carried out in full prior to that phase of development being first brought into use.</p> <p><i>Reason: In the interests of minimising the risk of contaminated surface water run-off from the development adversely affecting water quality in the Leeds & Liverpool canal.</i></p>
12	<p>No works should take place within 15m of the edge of the canal without details having first been submitted to and agreed in writing by the Local Planning Authority, to demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal. The details shall also include mitigation measures to prevent any risk of pollution or harm to the adjacent Leeds & Liverpool Canal or its users, both during demolition/construction and on completion of the development. The details shall include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal. The development shall be carried out in strict accordance with the agreed details.</p> <p><i>Reason: Due to the site topography and proximity of the development to the canal and to safeguard the structural integrity of the canal.</i></p>
Contamination	
13	Due to the scale of development and proposed sensitive end-use

	<p>(crèche/nursery), no development shall take place until:</p> <p>a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;</p> <p>b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;</p> <p>c) the Local Planning Authority has given written approval to any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority.</p> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <p>Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: It is the applicant's responsibility to properly address any land contamination issues, to ensure the site is suitable for the proposed end-use.</i></p>
<p>Ecology Trees and Landscaping</p>	
<p>14</p>	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out</p>

	<p>in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p>
15	<p>Any application for approval of reserved matters for building(s) shall detail how the proposed landscaping scheme will serve to mitigate the visual impact of the proposed development in accordance with the recommendations of the submitted Landscape and Visual Assessment. For the avoidance of doubt, this shall include details of the following:</p> <ul style="list-style-type: none"> • provision of a landscaped buffer to either side of the Public Right of Way 9-2-FP 26 which runs through the application site; • screen planting along the site’s northern boundary; • additional planting along the site’s eastern boundary to the Leeds Liverpool Canal. <p><i>Reason: To mitigate the visual impact of the proposed development on the surrounding landscape.</i></p>
16	<p>Vegetation clearance should not be undertaken in the main bird breeding season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority prior to the commencement of any vegetation clearance.</p> <p><i>Reason: To protect breeding bird species utilising the site.</i></p>
17	<p>Prior to the commencement of each phase of development, an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall identify habitats/features on the site that are potentially sensitive to external lighting (most notably habitats / features that support bat foraging and commuting) and show how and where the external lighting will be installed (through appropriate lighting contour plans) in order to demonstrate that any impact on wildlife is negligible. The</p>

	<p>development shall be carried out in accordance with the approved scheme and retained as such thereafter.</p> <p><i>Reason: To protect species which utilise the habitats within and around the site.</i></p>
18	<p>Prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species on the site shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> <p><i>Reason: To ensure the control of invasive species.</i></p>
Sustainability	
19	<p>The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to target a BREEAM rating of 'Very Good'. No phase or sub-phase of the development shall commence until a Design Stage Pre-Assessment Report showing that that phase of the development will achieve a BREEAM rating of 'Very Good' within that phase has been submitted to and approved by the Local Planning Authority .</p> <p><i>Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.</i></p>
20	<p>Within 6 months of completion of each phase of development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the phase or development as a whole has achieved the BREEAM rating set out in the Design Stage Pre-Assessment Report has been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.</i></p>
21	<p>Full details of the provision of electric charging points to serve a particular phase of the development shall be submitted to and approved by the Local Planning Authority and the charging points installed and operational before</p>

	<p>the occupation of the building/s within that phase. The submitted details shall also include details of conduit to be installed at the time of construction to allow the installation of further charging points in the future. The parking bay shall be appropriately marked to ensure sole use by electric vehicles and adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay. The charging points shall be retained and maintained thereafter.</p> <p><i>Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.</i></p>
<p>22</p>	<p>Prior to the construction/provision of any services, detailed plans to facilitate full fibre superfast Broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The plans shall seek to ensure that upon occupation of individual retail unit/dwelling, industry standard ducting to facilitate the provision of full fibre superfast broadband service for a site-wide network is in place provided as part of the initial highway works within the site boundary.</p> <p><i>Reason: To ensure a sustainable form of development and in the interests of visual amenity.</i></p>
<p>23</p>	<p>No development shall commence until a timetable for the implementation for the Full Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Full Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p> <p><i>Reason: To ensure that the development provides sustainable transport</i></p>

	<p><i>options.</i></p>
<p>Highway matters</p>	
<p>24</p>	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108</p> <p>Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with Highways England and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> • Final details of how the schemes interface with the existing highway alignment. • Full carriageway surfacing and carriageway marking details. • Full construction details. • Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). • An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
<p>25</p>	<p>No development hereby approved commence until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and approved by Highways England and the Local Planning Authority.</p> <p><i>Reason: To ensure that there is no development on or adjacent to the M61 motorway embankment that shall put any embankment or earthworks at risk.</i></p>

26	<p>No drainage from the proposed development hereby approved shall connect into the motorway drainage system, nor shall any drainage from these sites run-off onto the M61 motorway.</p> <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
27	<p>There shall be no direct vehicular or pedestrian access of any kind between the site and the M61 motorway. To this end, a close-boarded fence or barrier not less than two metres high shall be erected along the boundary of the site with the M61 motorway to the satisfaction of the Planning Authority and shall be erected a minimum of one metre behind the existing motorway boundary fence and hedge on the developer's land and be independent of the existing motorway fence and hedge.</p> <p><i>Reason: To ensure that there is no unauthorised pedestrian or vehicle intrusion onto the motorway.</i></p>
28	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes on the local highway network have been submitted to and approved in writing by the local planning authority in consultation with Lancashire County Council Unless otherwise agreed in writing with the Local Planning Authority.</p> <p>The details to be submitted shall include:</p> <p>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</p> <ul style="list-style-type: none"> - Provision of a signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction). - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme is expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's • Road marking review and refresh in vicinity of Great Knowley • Speed Indicator Device (SPID) on the approach from the north • Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road

marking review)

- Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn

A674 Blackburn Road / B6229 Moss Lane priority junction

- Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network The scheme is expected to include the following:
 - Review of signing onto the corridor with its 7.5t weight restriction.
 - Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Residential site access priority junction

- Provision of details relating to access visibility, the vehicular approach from within the site to the junction and foot/cycleway and safety barrier on the A674.

A674 Blackburn Road / Proposed Commercial/Retail site access roundabout

- Provision of details that are not included on the submitted plan.

A three phase approach will need to be undertaken at the junction being (however multiply phases may be delivered at the same trigger point):
 Phase 1: Modify kerb lines to maintain lane discipline for circulating HGV's having regard to wing mirrors, (whole roundabout to satisfy standards)
 Phase 2: Extend 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 10 cars (in each lane) i.e. circa 65m
 Phase 3: Modify entry into the site to support 2 lanes (this supports site management).

A674 Blackburn Road between M61 J8 and the residential access

TRO funding to ensure parking does not take place on this section of road and provision of interactive signing east and west of the site to support car park management and use of appropriate overflow strategies/carparks elsewhere.

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

Provision of :

- Signing and road marking review and update
- Bus priority review
- TRO review
- Upgrading of bus provision on Blackburn Road
- Foot/cycle way provision on A674 between the residential access and M61 J8 including removing of verge, crash barrier changes

	<ul style="list-style-type: none"> - PROW onto Blackburn Rd - PROW onto Moss Lane - Note this excludes that agreed with the Canal and River trust <p><i>Reason: In the interests of safety and sustainable transport.</i></p>
29	<p>Trigger points for the completion of individual measures identified and approved through condition 24– 28 (inc.) shall be agreed in writing with the Local Planning Authority, in consultation with the relevant Highway Authority, prior to the commencement of development. The agreed trigger points shall then be fully adhered to unless agreed in writing with the LPA.</p> <p><i>Reason: In the interests of sustainable transport in accordance.</i></p>
30	<p>With the exception of pre-commencement site clearance and preparation works, no part of the development hereby approved shall commence until a scheme for the construction of the site access and emergency access has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include provision for the timing of construction of the site access and emergency access. The development shall take place in accordance with the approved scheme.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site and to enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.</i></p>
31	<p>Prior to first occupation of any phase of development hereby approved, a Servicing, Delivery and Staff Parking Strategy for that phase shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Highway Authority. The Strategy shall include details of:</p> <ul style="list-style-type: none"> - Routing of vehicles into the staff carpark - Access points for emergency vehicles - Measures to control/restrict customer use of emergency accesses and staff and servicing areas - Internal signage - Security - Hours of HGV deliveries - Hours for home deliveries (if appropriate)

	<ul style="list-style-type: none"> - Hours for waste collection - Hours for emptying of bottle banks (if appropriate) - Service yard management regimes including use of vehicle reversing alarms and refrigeration units, parking and manoeuvring of vehicles within the yard - Operation of service yard gates, including details of their design and construction including appropriate rubber/neoprene stops <p>The development shall thereafter be operated in accordance with the approved strategy.</p> <p><i>Reason: To allow for the safe and efficient operation of the development and in the interests of the amenity of neighbouring residential properties.</i></p>
32	<p>Prior to the first use or occupation of any phase of development, a Car Park Management Strategy for that phase shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Highway Authority. The Strategy shall include details of:</p> <ul style="list-style-type: none"> - the maximum duration of stay for all users - include number of parking spaces per user type - car park enforcement - internal signing - security - measures and techniques to maximise car park efficiency and the way it will be managed - mechanism for a review of the Strategy within 12 months of the opening of the phase to confirm the satisfactory operation of the car park and surrounding highway network from the duration of stay approved. - The car park shall be surfaced and laid out in accordance with the approved plans and operated in accordance with the approved Car Park Management Strategy. <p><i>Reason: To allow for safe and efficient operation of the car park.</i></p>
Employment skills	
33	<p>With the exception of pre-commencement site clearance and preparation works, prior to the commencement of each phase of the development, an Employment Skills Plan (relevant to that phase) shall be submitted to and</p>

	<p>approved in writing by the local planning authority. The Employment Skills Plan shall follow the principles set out in the submitted Employment Skills Statement (June 2017) and shall include:</p> <ul style="list-style-type: none"> i) measures relating to the construction phase of the development; ii) measures to ensure that the developer/contractor work with existing employment skills stakeholders and groups; and iii) appropriate measures to encourage employment opportunities for local people. <p>The development shall be carried out in accordance with the agreed plan.</p> <p><i>Reason: In the interests of ensuring the maximisation of local job opportunities in accordance with Policy 15 of the Central Lancashire Core Strategy.</i></p>
<p>34</p>	<p>Prior to the occupation of any phase of the development, an Employment Skills Plan (relevant to that phase) shall be submitted to and approved in writing by the local planning authority. The Employment Skills Plan shall follow the principles set out in the submitted Employment Skills Statement (June 2017) and shall include:</p> <ul style="list-style-type: none"> i) measures relating to the operation of the building(s); ii) measures to ensure that the operator work with existing employment skills stakeholders and groups; and iii. appropriate measures to encourage employment opportunities for local people. <p>The approved Employment Skills Plan shall be implemented.</p> <p><i>Reason: In the interests of ensuring the maximisation of local job opportunities in accordance with Policy 15 of the Central Lancashire Core Strategy.</i></p>

APPLICATION REPORT – 17/00714/OUTMAJ

Suggested conditions

Approved plans	
1	<p>The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission.</p> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> • Location Plan (dwg ref. FI001LP01) - This plan identifies the application boundary edged red; • Land Use and Building Heights Parameter Plan (dwg ref. FI001PP01 Rev B) - This plan identifies the development parameters and uses of the site. Subsequent reserved matters applications for built • Access Drawing (dwg ref. TMPA1498-100) - This plan identifies the specification of the access sought for approval as part of this application; <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
Reserved Matters	
3	<p>An application for approval of the reserved matters, namely the layout, scale, appearance and landscaping of the development, must be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 92 of the Town and Country</i></p>

	<p><i>Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.</i></p>
4	<p>An application for approval of the reserved matters shall include details to demonstrate how the development will provide vehicular and pedestrian connections through to adjacent land to the south.</p> <p><i>Reason: To ensure a comprehensive development of the area and satisfactory links to improve the accessibility of the site.</i></p>
5	<p>Prior to the commencement of development a scheme for the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority referred to above.</p> <p><i>Reason: To secure the proper development of the site in an orderly manner.</i></p>
6	<p>Prior to the commencement of each phase full details of the existing and proposed ground levels and proposed dwelling finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
7	<p>Either with any reserved matters application or prior to any above ground works full details of the alignment, height and appearance of all fences, walls and gates to be erected on the site (notwithstanding any such details shown on previously approved plans) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences, walls and gates shown on the approved details to bound its plot have</p>

	<p>been erected in conformity with the approved details. Other fences shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development or each phase.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
<p>Affordable Housing</p>	
<p>8</p>	<p>The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:</p> <ol style="list-style-type: none"> 1. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of housing units; 2. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing; 3. the arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ; 4. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and 5. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. <p><i>Reason: To ensure the residential development provides appropriate affordable housing.</i></p>
<p>9</p>	<p>Any reserved matters application for layout shall be accompanied by a plan showing the location of the affordable housing to be provided on the site in</p>

	<p>accordance with this permission.</p> <p><i>Reason: To ensure the residential development provides appropriate affordable housing.</i></p>
<p>Public open space</p>	
<p>10</p>	<p>Either with any reserved matters application or prior to the commencement of development a Scheme for the provision of off-site public open space in accordance with the principles of Policies HS4A and HS4B of the Adopted Chorley Local Plan 2012-2026 shall be submitted to and approved in writing by the Local Planning Authority. The dwelling(s) hereby approved shall not be occupied until the approved Scheme has been implemented.</p> <p><i>Reason: The provision of off-site public open space is a requirement of the Development Plan and therefore a scheme or mechanism to deliver the requirements of the development plan are essential to make the development acceptable. A suitable scheme has not been submitted as part of the application and is needed prior to the commencement of the development to ensure a suitable scheme can be agreed.</i></p>
<p>Construction</p>	
<p>11</p>	<p>No phase of development shall take place, until a Construction Management Plan for that phase 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"> 1. vehicle routing and the parking of vehicles of site operatives and visitors; 2. hours of operation (including deliveries) during construction; 3. loading and unloading of plant and materials; 4. storage of plant and materials used in constructing the development; 5. siting of cabins, site compounds and material storage area 6. the erection of security hoarding where appropriate; 7. wheel washing facilities that shall be available on site for the cleaning of

	<p>the wheels of vehicles leaving the site and such</p> <ol style="list-style-type: none"> 8. equipment shall be used as necessary to prevent mud and stones being carried onto the highway. 9. measures to mechanically sweep the roads adjacent to the site as required during the full construction period. 10. measures to control the emission of dust and dirt during construction; 11. a scheme for recycling/disposing of waste resulting from demolition and construction works; 12. Measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses. <p><i>Reason: In the interests of highway safety, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</i></p>
--	--

Flooding and Drainage

<p>12</p>	<p>As part of any reserved matters application and prior to the commencement of any development, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The surface water drainage scheme shall include the following as a minimum:</p> <ol style="list-style-type: none"> a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change – see EA advice Flood risk assessments: climate change allowances’), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable , the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD; b) The drainage scheme should demonstrate that the surface water
-----------	--

run-off must not exceed the existing greenfield rate which has been calculated at 8 l/s/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;

- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing where applicable;
- f) Site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable;
- h) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and
- i) Provision of compensatory flood storage.

No plot(s) or building(s) shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason:

- 1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.*
- 2. To reduce the risk of flooding to the proposed development, elsewhere and to future users.*
- 3. To ensure that water quality is not detrimentally impacted by the development proposal.*
- 4. To ensure safe access and egress from and to the site.*

	<p>5. <i>To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.</i></p> <p>6. <i>To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.</i></p> <p>7. <i>To reduce the risk of flooding to the proposed development and future occupants.</i></p>
<p>13</p>	<p>No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The management and maintenance plan shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: <ul style="list-style-type: none"> i. on-going inspections relating to performance and asset condition assessments; and ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; and c) Means of access for maintenance and easements where applicable. <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p>

	<p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development</i> 2. <i>To reduce the flood risk to the development as a result of inadequate maintenance</i> 3. <i>To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i>
14	<p>Attenuation basins and flow control devices/structures shall be constructed and operational prior to the commencement of development for any plot(s) or building(s).</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure site drainage during the construction process does not enter the watercourses at un-attenuated rate.</i> 2. <i>To prevent a flood risk during the construction of the development.</i>
15	<p>Foul and surface water shall be drained on separate systems, with no surface water discharged to the foul water drainage.</p> <p><i>Reason: To secure proper drainage and to manage the risk of flooding and pollution.</i></p>
16	<p>No phase of development hereby permitted shall be built above slab level until a scheme for the installation of oil and fuel interceptors to all external hardstanding areas used for vehicle parking, manoeuvring, loading or unloading has first been submitted to and agreed in writing by the local planning authority for that phase. The agreed details shall be carried out in full prior to that phase of development being first brought into use.</p> <p><i>Reason: In the interests of minimising the risk of contaminated surface water run-off from the development adversely affecting water quality in the Leeds &</i></p>

	<i>Liverpool canal.</i>
17	<p>No works should take place within 15m of the edge of the canal without details having first been submitted to and agreed in writing by the Local Planning Authority, to demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal. The details shall also include mitigation measures to prevent any risk of pollution or harm to the adjacent Leeds & Liverpool Canal or its users, both during demolition/construction and on completion of the development. The details shall include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal. The development shall be carried out in strict accordance with the agreed details.</p> <p><i>Reason: Due to the site topography and proximity of the development to the canal and to safeguard the structural integrity of the canal.</i></p>
Ecology Trees and Landscaping	
18	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p>
19	<p>Any application for approval of reserved matters for any plot(s) or building(s) shall detail how the proposed landscaping scheme will serve to mitigate the visual impact of the proposed development in accordance with the recommendations of the submitted Landscape and Visual Assessment. For the avoidance of doubt, this shall include details of the following:</p>

	<ul style="list-style-type: none"> • provision of a landscaped buffer to either side of the Public Right of Way 9-2-FP 26 which runs through the application site; • screen planting along the site’s northern boundary; • additional planting along the site’s eastern boundary to the Leeds Liverpool Canal. <p><i>Reason: To mitigate the visual impact of the proposed development on the surrounding landscape.</i></p>
<p>20</p>	<p>Vegetation clearance should not be undertaken in the main bird breeding season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority prior to the commencement of any vegetation clearance.</p> <p><i>Reason: To protect breeding bird species utilising the site.</i></p>
<p>21</p>	<p>Prior to the commencement of each phase of development, an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall identify habitats/features on the site that are potentially sensitive to external lighting (most notably habitats / features that support bat foraging and commuting) and show how and where the external lighting will be installed (through appropriate lighting contour plans) in order to demonstrate that any impact on wildlife is negligible. The development shall be carried out in accordance with the approved scheme and retained as such thereafter.</p> <p><i>Reason: To protect species which utilise the habitats within and around the site.</i></p>

22	<p>Prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species on the site shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> <p><i>Reason: To ensure the control of invasive species.</i></p>
23	<p>Any vegetation clearance required should be undertaken outside of the optimum period for bird nesting (March to July inclusive).</p> <p><i>Reason: To avoid any harm to nesting birds, their eggs and young that are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</i></p>
24	<p>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 dwellings on each phase or the completion of the development within the relevant Phase, whichever is the earlier, 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.</p> <p><i>Reason: In the interest of the appearance of the locality.</i></p>
Sustainability	
25	<p>All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however</i></p>

	<p><i>following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
<p>26</p>	<p>Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate.</i></p>
<p>27</p>	<p>No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Ascent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy</i></p>

	<i>efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</i>
28	<p>Prior to the construction/provision of any services, detailed plans to facilitate full fibre superfast Broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The plans shall seek to ensure that upon occupation of individual retail unit/dwelling, industry standard ducting to facilitate the provision of full fibre superfast broadband service for a site-wide network is in place provided as part of the initial highway works within the site boundary.</p> <p><i>Reason: To ensure a sustainable form of development and in the interests of visual amenity.</i></p>
29	<p>No development shall commence until a timetable for the implementation for the Full Residential Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Full Residential Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p> <p>Reason: To ensure that the development provides sustainable transport options.</p>
Highway matters	
30	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108</p> <p>Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with</p>

	<p>Highways England and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> • Final details of how the schemes interface with the existing highway alignment. • Full carriageway surfacing and carriageway marking details. • Full construction details. • Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). • An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
31	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes on the local highway network have been submitted to and approved in writing by the local planning authority in consultation with Lancashire County Council Unless otherwise agreed in writing with the Local Planning Authority'</p> <p>The details to be submitted shall include:</p> <p>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</p> <ul style="list-style-type: none"> - Provision of a signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction). - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme is expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's • Road marking review and refresh in vicinity of Great Knowley • Speed Indicator Device (SPID) on the approach from the north • Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review)

- Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn

A674 Blackburn Road / B6229 Moss Lane priority junction

- Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network. The scheme is expected to include the following:

- Review of signing onto the corridor with its 7.5t weight restriction.
- Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Residential site access priority junction

- Provision of details relating to access visibility, the vehicular approach from within the site to the junction and foot/cycleway and safety barrier on the A674.

A674 Blackburn Road / Proposed Commercial/Retail site access roundabout

- Provision of details that are not included on the submitted plan.

A three phase approach will need to be undertaken at the junction being (however multiply phases may be delivered at the same trigger point):
 Phase 1: Modify kerb lines to maintain lane discipline for circulating HGV's having regard to wing mirrors, (whole roundabout to satisfy standards)
 Phase 2: Extend 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 10 cars (in each lane) i.e. circa 65m
 Phase 3: Modify entry into the site to support 2 lanes (this supports site management).

A674 Blackburn Road between M61 J8 and the residential access

TRO funding to ensure parking does not take place on this section of road and provision of interactive signing east and west of the site to support car park management and use of appropriate overflow strategies/carparks elsewhere.

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

Provision of :

- Signing and road marking review and update
- Bus priority review
- TRO review

	<ul style="list-style-type: none"> - Upgrading of bus provision on Blackburn Road - Foot/cycle way provision on A674 between the residential access and M61 J8 including removing of verge, crash barrier changes - PROW onto Blackburn Rd - PROW onto Moss Lane - Note this excludes that agreed with the Canal and River trust <p><i>Reason: In the interests of safety and sustainable transport.</i></p>
32	<p>Trigger points for the completion of individual measures identified and approved through condition 31 – 34 (inc.) shall be agreed in writing with the Local Planning Authority, in consultation with the relevant Highway Authority, prior to the commencement of development. The agreed trigger points shall then be fully adhered to unless agreed in writing with the LPA.</p> <p><i>Reason: In the interests of sustainable transport in accordance.</i></p>
33	<p>With the exception of pre-commencement site clearance and preparation works, no part of the development hereby approved shall commence until a scheme for the construction of the site access and emergency access has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include provision for the timing of construction of the site access and emergency access. The development shall take place in accordance with the approved scheme.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site and to enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.</i></p>
<p>Highway adoptions</p>	
34	<p>Prior to the commencement of development, other than site enabling works, an Estate Street Phasing and Completion Plan shall have been first submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. No dwelling or dwellings shall be occupied until the estate street(s)</p>

	<p>affording access to those dwelling(s) has been completed in accordance with the Lancashire County Council Specification for Construction of Estate Roads.</p> <p><i>Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway. This is required to be a pre-commencement condition to ensure the roads will meet the necessary standard before works start on the development.</i></p>
35	<p>No dwellings shall be occupied until details of the proposed arrangements for future management and maintenance of the proposed streets and public open space and any other areas within the development not to be adopted (including details of any Management Company) have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.</p> <p><i>Reason: To ensure appropriate management and maintenance of the site.</i></p>
36	<p>No roads proposed for adoption shall be commenced until full engineering, drainage and constructional details for them have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.</p> <p><i>Reason: In the interest of highway safety and to ensure any streets for adoption will be constructed to the appropriate standard prior to their commencement.</i></p>
37	<p>The car parking spaces for each dwelling shall be surfaced or paved, drained and marked out all in accordance with the approved plan before it is first</p>

	<p>occupied. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.</p> <p><i>Reason: To ensure adequate on site provision of car parking and manoeuvring areas.</i></p>
38	<p>The new estate road/access between the site and the adopted highway shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any other development takes place within the site.</p> <p><i>Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.</i></p>
<p>Employment skills</p>	
39	<p>The development shall not commence until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p> <p><i>Reason: In the interests of ensuring the maximisation of local job opportunities in accordance with Policy 15 of the Central Lancashire Core Strategy.</i></p>

APPLICATION REPORT – 17/00715/OUTMAJ

Suggested conditions

Approved plans	
1	<p>The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission.</p> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> • Existing Site Boundary Plan (dwg ref. 2302 AS(91)01 Rev B) - This plan identifies the application boundary edged red; • Land Use Parameter Plan (dwg ref. 2302 AS(91)50 Rev A) - This plan identifies the development parameters and uses of the site. Subsequent reserved matters applications for built development shall be in broad accordance with this plan; • Building Heights Parameter Plan (dwg ref. 2302 AS(91)51 Rev B) - This plan identifies the maximum building heights that have been assessed across the site. Subsequent reserved matters applications for built development shall be in broad accordance with this plan; • Access Drawing (dwg ref. TMPA1498-106) - This plan identifies the specification of the access sought for approval as part of this application; • Demolition Plan (dwg ref. 2302 AS(91)09 Rev A) - This plan identifies the existing site structures which are proposed to be demolished. <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
Reserved Matters	
3	<p>An application for approval of the reserved matters, namely the layout, scale,</p>

	<p>appearance and landscaping of the development, must be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.</i></p>
4	<p>Prior to the commencement of each phase of the development a scheme for the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed with the Local Planning Authority.</p> <p><i>Reason: To secure the proper development of the site in an orderly manner.</i></p>
5	<p>Prior to the commencement of each phase full details of the existing and proposed ground levels and proposed finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
<p>Construction</p>	
6	<p>No phase of development shall take place, until a Construction Management Plan for that 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> <ul style="list-style-type: none"> • vehicle routing and the parking of vehicles of site operatives and visitors; • hours of operation (including deliveries) during construction;

	<ul style="list-style-type: none"> • loading and unloading of plant and materials; • storage of plant and materials used in constructing the development; • siting of cabins, site compounds and material storage area; • the erection of security hoarding where appropriate; • wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. • measures to mechanically sweep the roads adjacent to the site as required during the full construction period. • measures to control the emission of dust and dirt during construction; • a scheme for recycling/disposing of waste resulting from demolition and construction works. • Measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses. <p><i>Reason: In the interests of highway safety, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</i></p>
Trading Restrictions	
7	<p>The permission hereby granted authorises use of the site for specialised retailing as a Designer Outlet Centre with associated ancillary facilities only and no retail unit shall be used as a Class A1 outlet for the primary retail sale of garden products, DIY products, books, stationary, toys, CDs, DVDs, electrical goods, computers and software, white goods and no unit shall be occupied as a newsagents, chemists, travel agency, post office, ticket agency (excluding any Information facility), hairdressers or dry cleaners.</p> <p>For the purposes of this condition “specialised retailing” and “Designer Outlet Centre” means clearance stores operated by: a) manufacturers; b) retailers who do not directly manufacture, but who either own their own brand or retail</p>

	<p>branded goods; or, c) the franchisees or licensees or stockists of such manufacturers or retailers, in each case involving the retail sale of discounted comparison goods defined as previous season's stock, run-offs, over-runs, samples of branded goods, goods produced for subsequently cancelled orders, market testing lines, rejects, seconds, clearance goods and surplus stock and accessories.</p> <p><i>Reason: To define and limit the proposed retail use on site in order to protect town centre vitality and viability.</i></p>
<p>8</p>	<p>The gross internal area of the outlet centre development site shall not exceed 20,830 sq. m of flexible A1/A3/A4/A5/C1/D1 uses.</p> <p>The maximum amounts of gross internal floor space and the mixture of uses provided for by this planning permission are as follows:</p> <ul style="list-style-type: none"> a) a maximum of 16,500 sq. m gross floor space for Class A1 uses; b) a maximum of 3000sq. m for Class A3 uses; c) a maximum of 1500sq. m for Class A4 uses; d) a maximum of 1000sq. m for Class A5 uses; e) a maximum of 2000sq. m for Class C1 uses; f) a maximum of 1200sq. m for Class D1 uses; <p>g) the provision of toilet blocks, a site management suite, and an Information facility.</p> <p>10. For the avoidance of any doubt, the maximum amounts (gross internal floor space) and the mixture of uses provided for by this planning permission in respect of the Botany Bay Mill are as follows:</p> <ul style="list-style-type: none"> i. a maximum of 3,500 sq.m. gross floorspace for Class A3 uses; ii. a maximum of 1,650 sq.m. gross floorspace for Class A1 uses; iii. a maximum of 3,500 sq.m. gross floorspace for Class B1 uses; iv. a maximum of 3,500 sq.m. gross floorspace for Class C1 uses; and v. a maximum of 3,500 sq.m. gross floorspace for Class D1 uses <p>No individual retail unit, either as constructed or as a result of any subsequent</p>

	<p>combination of units, shall exceed 1,200 sq. m gross floor space (including any mezzanine floor space).</p> <p>No building or part of any building shall be used for the sale of food other than confectionery or within a restaurant or café for consumption on the premises.</p> <p><i>Reason: To define and limit the proposed retail use on site in order to protect town centre vitality and viability.</i></p>
<p>9</p>	<p>None of the approved Use Class A1 retail floorspace should be opened for trade by any retailer who at the date of first opening, or within a period of 6 months immediately prior to first opening, occupies retail floorspace within the Primary Shopping Areas of Chorley Town Centre unless a scheme which commits the retailer to retaining their presence as a retailer within Chorley Town Centre, for a minimum period of 5 years following the date of opening for trade within the development, or until such time as they cease to occupy retail floorspace within the development, whichever is the sooner, has been submitted to and approved in writing by the local planning authority.</p> <p><i>Reason: To define and limit the proposed retail use on site in order to protect town centre vitality and viability.</i></p>
<p>10</p>	<p>Following completion of the scheme and notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any subsequent Order revoking and re-enacting those Orders, no additional mezzanine floors shall be created within the scheme and no part of the scheme shall be used for any Class A2 (financial and professional services), other than automated teller machines. Notwithstanding the provisions of Part 3 Classes A, G and J of the General Permitted Development Order, no changes of use otherwise permitted by those Classes shall take place.</p> <p><i>Reason: To define and limit the proposed retail use on site in order to protect town centre vitality and viability.</i></p>
<p>11</p>	<p>In at least 90% of the floor space within the buildings subject to this permission that is used for sales to members of the public, any goods offered</p>

	<p>for sale shall be priced at least 20% below the normal price at which similar types of merchandise are or have been offered for sale in their usual place of sale. The operator of the retail floor space shall maintain detailed stock records of goods for sale and pricing, and shall upon written request from the local planning authority produce these records for the previous 12 months for inspection within 2 calendar weeks of the date of request.</p> <p><i>Reason: To define and limit the proposed retail use on site in order to protect town centre vitality and viability.</i></p>
12	<p>The retail units (Class A1) hereby permitted shall only operate between 09:00 and 22:00 hours Mondays to Saturdays and between 10:00 and 18:00 hours on Sundays.</p> <p><i>Reason: In the interests of the amenity of the area and adjoining and nearby residential properties.</i></p>
13	<p>All non-retail uses permitted shall only operate between the following hours:</p> <ul style="list-style-type: none"> - 09.00 and 22.00 hours Monday to Thursday - 09.00 and 23.00 hours Friday and Saturday and - 09.00 and 22.00 hours on Sundays. <p><i>Reason: To safeguard the amenities of local residents and in accordance with the submitted information.</i></p>
Flooding and Drainage	
14	<p>Prior to the commencement of any phase of Development, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The surface water drainage scheme shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change – see EA advice Flood risk assessments: climate change allowances’), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable , the methods employed to delay and control surface water discharged from the site,

and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD;

- b) The drainage scheme should demonstrate that the surface water runoff must not exceed the existing greenfield rate which has been calculated at 8 l/s/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;
- c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing where applicable;
- f) Site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable;
- h) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and
- i) Provision of compensatory flood storage.

No building(s) shall be occupied until the sustainable drainage scheme for that phase site has been completed in accordance with the approved details. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason:

- 1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.*
- 2. To reduce the risk of flooding to the proposed development, elsewhere and to future users.*
- 3. To ensure that water quality is not detrimentally impacted by the development proposal.*
- 4. To ensure safe access and egress from and to the site.*

	<p><i>5. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.</i></p> <p><i>6. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.</i></p> <p><i>7. To reduce the risk of flooding to the proposed development and future occupants.</i></p>
<p>15</p>	<p>No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The management and maintenance plan shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: c) on-going inspections relating to performance and asset condition assessments; and d) operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; and e) Means of access for maintenance and easements where applicable. <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved buildings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p><i>Reason:</i></p> <p><i>1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development</i></p>

	<p><i>2. To reduce the flood risk to the development as a result of inadequate maintenance</i></p> <p><i>3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i></p>
16	<p>Attenuation basins and flow control devices/structures shall be constructed and operational prior to the commencement of development for any or building(s).</p> <p><i>Reason:</i></p> <p><i>1. To ensure site drainage during the construction process does not enter the watercourses at un-attenuated rate.</i></p> <p><i>2. To prevent a flood risk during the construction of the development.</i></p>
17	<p>Foul and surface water shall be drained on separate systems, with no surface water discharged to the foul water drainage.</p> <p><i>Reason: To secure proper drainage and to manage the risk of flooding and pollution.</i></p>
18	<p>No phase of development hereby permitted shall not built above slab level until a scheme for the installation of oil and fuel interceptors to all external hardstanding areas used for vehicle parking, manoeuvring, loading or unloading has first been submitted to and agreed in writing by the local planning authority for that phase. The agreed details shall be carried out in full prior to that phase being first brought into use.</p> <p><i>Reason: In the interests of minimising the risk of contaminated surface water run-off from the development adversely affecting water quality in the Leeds & Liverpool canal.</i></p>
19	<p>No works should take place within 15m of the edge of the canal without details having first been submitted to and agreed in writing by the Local Planning Authority, to demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal. The details shall also include mitigation measures to prevent any risk of pollution or harm to the adjacent Leeds & Liverpool Canal or its users, both during demolition/construction and on completion of the development. The details shall include the steps to be</p>

	<p>taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal. The development shall be carried out in strict accordance with the agreed details.</p> <p><i>Reason: Due to the site topography and proximity of the development to the canal and to safeguard the structural integrity of the canal.</i></p>
<p>Contamination</p>	
<p>20</p>	<p>Due to the scale of development and proposed sensitive end-use (crèche/nursery), no development shall take place until:</p> <p>a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;</p> <p>b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;</p> <p>c) the Local Planning Authority has given written approval to any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority.</p> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <p>Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.</p>

	<i>Reason: It is the applicant's responsibility to properly address any land contamination issues, to ensure the site is suitable for the proposed end-use.</i>
Ecology Trees and Landscaping	
21	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p>
22	<p>Any application for approval of reserved matters for building(s) shall detail how the proposed landscaping scheme will serve to mitigate the visual impact of the proposed development in accordance with the recommendations of the submitted Landscape and Visual Assessment. For the avoidance of doubt, this shall include details of the following:</p> <ul style="list-style-type: none"> • provision of a landscaped buffer to either side of the Public Right of Way 9-2-FP 26 which runs through the application site; • screen planting along the site's northern boundary; • additional planting along the site's eastern boundary to the Leeds Liverpool Canal. <p><i>Reason: To mitigate the visual impact of the proposed development on the surrounding landscape.</i></p>
23	<p>Vegetation clearance should not be undertaken in the main bird breeding season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority prior to the commencement of any vegetation clearance.</p>

	<i>Reason: To protect breeding bird species utilising the site.</i>
24	<p>Prior to the commencement of each phase of development, an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall identify habitats/features on the site that are potentially sensitive to external lighting (most notably habitats / features that support bat foraging and commuting) and show how and where the external lighting will be installed (through appropriate lighting contour plans) in order to demonstrate that any impact on wildlife is negligible. The development shall be carried out in accordance with the approved scheme and retained as such thereafter.</p> <p><i>Reason: To protect species which utilise the habitats within and around the site.</i></p>
25	<p>Prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species on the site shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> <p><i>Reason: To ensure the control of invasive species.</i></p>
Archaeology	
26	<p>No phase of development shall take place unless and until a programme of archaeological work in accordance with a written scheme of investigation including the following measures has been submitted to and agreed in writing by the Local Planning Authority for that phase;</p> <p>The programme of archaeological work comprises two elements:</p> <p>i) The programme of recording should comprise the creation of a photographic record of the buildings at Canal Mill. This work should be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance set out in '<i>Understanding Historic Buildings</i>' (Historic England 2016).</p> <p>ii) The programme of field investigation should include an archaeological strip, map and record of the site of the ancillary mill buildings at Canal Mill. This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and</p>

	<p>guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net).</p> <p>The development shall be carried out in accordance with the approved scheme of archaeological work.</p> <p><i>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</i></p>
<p>Sustainability</p>	
<p>27</p>	<p>The development hereby permitted shall be registered with the Building Research Establishment (BRE) under BREEAM and constructed to target a BREEAM rating of 'Very Good'. No phase or sub-phase of the development shall commence until a Design Stage Pre-Assessment Report showing that that phase of the development will achieve a BREEAM rating of 'Very Good' within that phase has been submitted to and approved by the Local Planning Authority .</p> <p><i>Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.</i></p>
<p>28</p>	<p>Within 6 months of completion of each phase of development hereby approved a Building Research Establishment issued Post Construction Review Certificate confirming that the phase or development as a whole has achieved the BREEAM rating set out in the Design Stage Pre-Assessment Report has been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To be in accordance with Policy 27 in the Central Lancashire Core Strategy.</i></p>
<p>29</p>	<p>Full details of the provision of electric charging points to serve a particular phase of the development shall be submitted to and approved by the Local Planning Authority and the charging points installed and operational before the occupation of the building/s within that phase. The submitted details shall also include details of conduit to be installed at the time of construction to allow the installation of further charging points in the future. The parking bay shall be appropriately marked to ensure sole use by electric vehicles and</p>

	<p>adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay. The charging points shall be retained and maintained thereafter.</p> <p><i>Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.</i></p>
30	<p>Prior to the construction/provision of any services, detailed plans to facilitate full fibre superfast Broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The plans shall seek to ensure that upon occupation of individual retail unit/dwelling, industry standard ducting to facilitate the provision of full fibre superfast broadband service for a site-wide network is in place provided as part of the initial highway works within the site boundary.</p> <p><i>Reason: To ensure a sustainable form of development and in the interests of visual amenity.</i></p>
31	<p>No phase of development shall commence until a timetable for the implementation for the Full Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority for that phase. The provisions of the Full Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p> <p><i>Reason: To ensure that the development provides sustainable transport options.</i></p>

Highway matters	
32	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108</p> <p>Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with Highways England and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> • Final details of how the schemes interface with the existing highway alignment. • Full carriageway surfacing and carriageway marking details. • Full construction details. • Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). • An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
33	<p>No development hereby approved commence until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and approved by Highways England and the Local Planning Authority.</p> <p><i>Reason: To ensure that there is no development on or adjacent to the M61 motorway embankment that shall put any embankment or earthworks at risk.</i></p>
34	<p>No drainage from the proposed development hereby approved shall connect into the motorway drainage system, nor shall any drainage from these sites</p>

	<p>run-off onto the M61 motorway.</p> <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
<p>35</p>	<p>There shall be no direct vehicular or pedestrian access of any kind between the site and the M61 motorway. To this end, a close-boarded fence or barrier not less than two metres high shall be erected along the boundary of the site with the M61 motorway to the satisfaction of the Planning Authority and shall be erected a minimum of one metre behind the existing motorway boundary fence and hedge on the developer's land and be independent of the existing motorway fence and hedge.</p> <p><i>Reason: To ensure that there is no unauthorised pedestrian or vehicle intrusion onto the motorway.</i></p>
<p>36</p>	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes on the local highway network have been submitted to and approved in writing by the local planning authority in consultation with Lancashire County Council Unless otherwise agreed in writing with the Local Planning Authority'</p> <p>The details to be submitted shall include:</p> <p>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</p> <ul style="list-style-type: none"> - Provision of a signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction). - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme is expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's • Road marking review and refresh in vicinity of Great Knowley • Speed Indicator Device (SPID) on the approach from the north • Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road

marking review)

- Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn

A674 Blackburn Road / B6229 Moss Lane priority junction

- Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network The scheme is expected to include the following:
 - Review of signing onto the corridor with its 7.5t weight restriction.
 - Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Residential site access priority junction

- Provision of details relating to access visibility, the vehicular approach from within the site to the junction and foot/cycleway and safety barrier on the A674.

A674 Blackburn Road / Proposed Commercial/Retail site access roundabout

- Provision of details that are not included on the submitted plan.

A three phase approach will need to be undertaken at the junction being (however multiply phases may be delivered at the same trigger point):

Phase 1: Modify kerb lines to maintain lane discipline for circulating HGV's having regard to wing mirrors, (whole roundabout to satisfy standards)

Phase 2: Extend 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 10 cars (in each lane) i.e. circa 65m

Phase 3: Modify entry into the site to support 2 lanes (this supports site management).

A674 Blackburn Road between M61 J8 and the residential access

TRO funding to ensure parking does not take place on this section of road and provision of interactive signing east and west of the site to support car park management and use of appropriate overflow strategies/carparks elsewhere.

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

Provision of :

- Signing and road marking review and update
- Bus priority review
- TRO review
- Upgrading of bus provision on Blackburn Road
- Foot/cycle way provision on A674 between the residential access and M61 J8 including removing of verge, crash barrier changes

	<ul style="list-style-type: none"> - PROW onto Blackburn Rd - PROW onto Moss Lane - Note this excludes that agreed with the Canal and River trust <p><i>Reason: In the interests of safety and sustainable transport.</i></p>
37	<p>Trigger points for the completion of individual measures identified and approved through condition 32– 36 (inc.) shall be agreed in writing with the Local Planning Authority, in consultation with the relevant Highway Authority, prior to the commencement of development. The agreed trigger points shall then be fully adhered to unless agreed in writing with the LPA.</p> <p><i>Reason: In the interests of sustainable transport in accordance.</i></p>
38	<p>With the exception of pre-commencement site clearance and preparation works, no part of the development hereby approved shall commence until a scheme for the construction of the site access and emergency access has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include provision for the timing of construction of the site access and emergency access. The development shall take place in accordance with the approved scheme.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site and to enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.</i></p>
39	<p>Prior to first occupation of any phase of development hereby approved, a Servicing, Delivery and Staff Parking Strategy for that phase shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Highway Authority. The Strategy shall include details of:</p> <ul style="list-style-type: none"> - Routing of vehicles into the staff carpark - Access points for emergency vehicles - Measures to control/restrict customer use of emergency accesses and staff and servicing areas - Internal signage - Security - Hours of HGV deliveries

	<ul style="list-style-type: none"> - Hours for home deliveries (if appropriate) - Hours for waste collection - Hours for emptying of bottle banks (if appropriate) - Service yard management regimes including use of vehicle reversing alarms and refrigeration units, parking and manoeuvring of vehicles within the yard - Operation of service yard gates, including details of their design and construction including appropriate rubber/neoprene stops <p>The development shall thereafter be operated in accordance with the approved strategy.</p> <p><i>Reason: To allow for the safe and efficient operation of the development and in the interests of the amenity of neighbouring residential properties.</i></p>
40	<p>Prior to the first use or occupation of any phase of development, a Car Park Management Strategy for that phase shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Highway Authority. The Strategy shall include details of:</p> <ul style="list-style-type: none"> - the maximum duration of stay for all users - include number of parking spaces per user type - car park enforcement - internal signing - security - measures and techniques to maximise car park efficiency and the way it will be managed - mechanism for a review of the Strategy within 12 months of the opening of the phase to confirm the satisfactory operation of the car park and surrounding highway network from the duration of stay approved. - The car park shall be surfaced and laid out in accordance with the approved plans and operated in accordance with the approved Car Park Management Strategy. <p><i>Reason: To allow for safe and efficient operation of the car park.</i></p>
Employment skills	
41	<p>With the exception of pre-commencement site clearance and preparation works, prior to the commencement of each phase of the development, an</p>

	<p>Employment Skills Plan (relevant to that phase) shall be submitted to and approved in writing by the local planning authority. The Employment Skills Plan shall follow the principles set out in the submitted Employment Skills Statement (June 2017) and shall include:</p> <ul style="list-style-type: none"> i) measures relating to the construction phase of the development; ii) measures to ensure that the developer/contractor work with existing employment skills stakeholders and groups; and iii) appropriate measures to encourage employment opportunities for local people. <p>The development shall be carried out in accordance with the agreed plan.</p> <p><i>Reason: In the interests of ensuring the maximisation of local job opportunities in accordance with Policy 15 of the Central Lancashire Core Strategy.</i></p>
42	<p>Prior to the occupation of any phase of the development, an Employment Skills Plan (relevant to that phase) shall be submitted to and approved in writing by the local planning authority. The Employment Skills Plan shall follow the principles set out in the submitted Employment Skills Statement (June 2017) and shall include:</p> <ul style="list-style-type: none"> i) measures relating to the operation of the building(s); ii) measures to ensure that the operator work with existing employment skills stakeholders and groups; and iii. appropriate measures to encourage employment opportunities for local people. <p>The approved Employment Skills Plan shall be implemented.</p> <p><i>Reason: In the interests of ensuring the maximisation of local job opportunities in accordance with Policy 15 of the Central Lancashire Core Strategy.</i></p>

APPLICATION REPORT – 17/00716/OUTMAJ

Suggested Conditions

Approved plans	
1	<p>The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of the outline planning permission.</p> <p><i>Reason: To define the permission and in the interests of the proper development of the site.</i></p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <ul style="list-style-type: none"> • Location Plan (dwg ref. FI001LP02) - This plan identifies the application boundary edged red; • Land Use and Building Heights Parameter Plan (dwg ref. FI001PP02 Rev C) - This plan identifies the development parameters and uses of the site. Subsequent reserved matters applications for built <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
Reserved Matters	
3	<p>An application for approval of the reserved matters, namely the layout, scale, appearance and landscaping of the development, must be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.</p> <p><i>Reason: Required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.</i></p>

4	<p>An application for approval of the reserved matters shall include details to demonstrate how the development will provide vehicular and pedestrian connections through to adjacent land to the south.</p> <p><i>Reason: To ensure a comprehensive development of the area and satisfactory links to improve the accessibility of the site.</i></p>
5	<p>Prior to the commencement of development a scheme for the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.</p> <p><i>Reason: To secure the proper development of the site in an orderly manner.</i></p>
6	<p>Prior to the commencement of each phase full details of the existing and proposed ground levels and proposed dwelling finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
7	<p>Either with any reserved matters application or prior to any above ground works full details of the alignment, height and appearance of all fences, walls and gates to be erected on the site (notwithstanding any such details shown on previously approved plans) shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until all fences, walls and gates shown on the approved details to bound its plot have been erected in conformity with the approved details. Other fences shown in the approved details shall have been erected in conformity with the approved</p>

	<p>details prior to substantial completion of the development or each phase.</p> <p><i>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</i></p>
<p>Affordable Housing</p>	
<p>8</p>	<p>The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:</p> <ol style="list-style-type: none"> 1. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of housing units; 2. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing; 3. the arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved) ; 4. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and 5. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced. <p><i>Reason: To ensure the residential development provides appropriate affordable housing.</i></p>
<p>9</p>	<p>Any reserved matters application for layout shall be accompanied by a plan showing the location of the affordable housing to be provided on the site in accordance with this permission.</p> <p><i>Reason: To ensure the residential development provides appropriate</i></p>

	<i>affordable housing.</i>
Public open space	
10	<p>Either with any reserved matters application or prior to the commencement of development a Scheme for the provision of off-site public open space in accordance with the principles of Policies HS4A and HS4B of the Adopted Chorley Local Plan 2012-2026 shall be submitted to and approved in writing by the Local Planning Authority. The dwelling(s) hereby approved shall not be occupied until the approved Scheme has been implemented.</p> <p><i>Reason: The provision of off-site public open space is a requirement of the Development Plan and therefore a scheme or mechanism to deliver the requirements of the development plan are essential to make the development acceptable. A suitable scheme has not been submitted as part of the application and is needed prior to the commencement of the development to ensure a suitable scheme can be agreed.</i></p>
Construction	
11	<p>No phase of development shall take place, until a Construction Management Plan for that phase 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"> 1. vehicle routing and the parking of vehicles of site operatives and visitors; 2. hours of operation (including deliveries) during construction; 3. loading and unloading of plant and materials; 4. storage of plant and materials used in constructing the development; 5. siting of cabins, site compounds and material storage area 6. the erection of security hoarding where appropriate; 7. wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. 8. measures to mechanically sweep the roads adjacent to the site as required during the full construction period.

	<p>9. measures to control the emission of dust and dirt during construction;</p> <p>10. a scheme for recycling/disposing of waste resulting from demolition and construction works;</p> <p>11. measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses.</p> <p><i>Reason: In the interests of highway safety, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</i></p>
--	--

Flooding and Drainage

12	<p>As part of any reserved matters application and prior to the commencement of any Development, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The surface water drainage scheme shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change – see EA advice Flood risk assessments: climate change allowances’), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable , the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD; b) The drainage scheme should demonstrate that the surface water run-off must not exceed the existing greenfield rate which has been calculated at 8 l/s/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed; c) Any works required off-site to ensure adequate discharge of surface
----	--

water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation, including phasing where applicable;
- f) Site investigation and test results to confirm infiltrations rates;
- g) Details of water quality controls, where applicable;
- h) Identification and provision of safe route(s) into and out of the site to an appropriate safe haven; and
- i) Provision of compensatory flood storage.

No plot(s) or building(s) shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason:

- 1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.*
- 2. To reduce the risk of flooding to the proposed development, elsewhere and to future users.*
- 3. To ensure that water quality is not detrimentally impacted by the development proposal.*
- 4. To ensure safe access and egress from and to the site.*
- 5. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.*
- 6. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.*
- 7. To reduce the risk of flooding to the proposed development and future occupants.*

13	<p>No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The management and maintenance plan shall include the following as a minimum:</p> <ul style="list-style-type: none"> a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: c) on-going inspections relating to performance and asset condition assessments; and d) operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; and e) Means of access for maintenance and easements where applicable. <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development</i> 2. <i>To reduce the flood risk to the development as a result of inadequate</i>

	<p><i>maintenance</i></p> <p>3. <i>To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.</i></p>
14	<p>Attenuation basins and flow control devices/structures shall be constructed and operational prior to the commencement of development for any plot(s) or building(s).</p> <p><i>Reason:</i></p> <ol style="list-style-type: none"> 1. <i>To ensure site drainage during the construction process does not enter the watercourses at un-attenuated rate.</i> 2. <i>To prevent a flood risk during the construction of the development.</i>
15	<p>Foul and surface water shall be drained on separate systems, with no surface water discharged to the foul water drainage.</p> <p><i>Reason: To secure proper drainage and to manage the risk of flooding and pollution.</i></p>
16	<p>No phase of development hereby permitted shall be built above slab level until a scheme for the installation of oil and fuel interceptors to all external hardstanding areas used for vehicle parking, manoeuvring, loading or unloading has first been submitted to and agreed in writing by the local planning authority for that phase. The agreed details shall be carried out in full prior to that phase of development being first brought into use.</p> <p><i>Reason: In the interests of minimising the risk of contaminated surface water run-off from the development adversely affecting water quality in the Leeds & Liverpool canal.</i></p>
17	<p>No works should take place within 15m of the edge of the canal without details having first been submitted to and agreed in writing by the Local Planning Authority, to demonstrate that additional loads from the permanent or any</p>

	<p>temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal. The details shall also include mitigation measures to prevent any risk of pollution or harm to the adjacent Leeds & Liverpool Canal or its users, both during demolition/construction and on completion of the development. The details shall include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal. The development shall be carried out in strict accordance with the agreed details.</p> <p><i>Reason: Due to the site topography and proximity of the development to the canal and to safeguard the structural integrity of the canal.</i></p>
<p>Ecology Trees and Landscaping</p>	
<p>18</p>	<p>Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p><i>Reason: To safeguard the trees to be retained.</i></p>
<p>19</p>	<p>Any application for approval of reserved matters for any plot(s) or building(s) shall detail how the proposed landscaping scheme will serve to mitigate the visual impact of the proposed development in accordance with the recommendations of the submitted Landscape and Visual Assessment. For the avoidance of doubt, this shall include details of the following:</p> <ul style="list-style-type: none"> • provision of a landscaped buffer to either side of the Public Right of Way 9-2-FP 26 which runs through the application site; • screen planting along the site’s northern boundary; • additional planting along the site’s eastern boundary to the Leeds

	<p>Liverpool Canal.</p> <p><i>Reason: To mitigate the visual impact of the proposed development on the surrounding landscape.</i></p>
20	<p>Vegetation clearance should not be undertaken in the main bird breeding season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority prior to the commencement of any vegetation clearance.</p> <p><i>Reason: To protect breeding bird species utilising the site.</i></p>
21	<p>Prior to the commencement of each phase of development, an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority for that phase. This shall identify habitats/features on the site that are potentially sensitive to external lighting (most notably habitats / features that support bat foraging and commuting) and show how and where the external lighting will be installed (through appropriate lighting contour plans) in order to demonstrate that any impact on wildlife is negligible. The development shall be carried out in accordance with the approved scheme and retained as such thereafter.</p> <p><i>Reason: To protect species which utilise the habitats within and around the site.</i></p>
22	<p>Prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species on the site shall be submitted to and approved in writing by the Local Planning Authority. The</p>

	<p>works shall be carried out in accordance with the approved details.</p> <p><i>Reason: To ensure the control of invasive species.</i></p>
23	<p>Any vegetation clearance required should be undertaken outside of the optimum period for bird nesting (March to July inclusive).</p> <p><i>Reason: To avoid any harm to nesting birds, their eggs and young that are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</i></p>
24	<p>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 dwellings on each phase or the completion of the development within the relevant Phase, whichever is the earlier, 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.</p> <p><i>Reason: In the interest of the appearance of the locality.</i></p>
Sustainability	
25	<p>All new dwellings are required to achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of</i></p>

	<i>minimising the environmental impact of the development.</i>
26	<p>Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that each dwelling will meet the required Dwelling Emission Rate. The development thereafter shall be completed in accordance with the approved details.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development. This needs to be provided prior to the commencement so is can be assured that the design meets the required dwelling emission rate.</i></p>
27	<p>No dwelling hereby approved shall be occupied until a SAP assessment (Standard Assessment Procedure), or other alternative proof of compliance (which has been previously agreed in writing by the Local Planning Authority) such as an Energy Performance Certificate, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the dwelling has achieved the required Dwelling Emission Rate.</p> <p><i>Reason: Policy 27 of the Adopted Central Lancashire Core Strategy requires new dwellings to be built to Code for Sustainable Homes Level 4 however following the Deregulation Bill 2015 receiving Royal Assent it is no longer possible to set conditions with requirements above a Code Level 4 equivalent. However as Policy 27 is an adopted Policy it is still possible to secure energy efficiency reductions as part of new residential schemes in the interests of minimising the environmental impact of the development.</i></p>
28	<p>Prior to the construction/provision of any services, detailed plans to facilitate full fibre superfast Broadband for future occupants of the site shall be</p>

	<p>submitted to and approved in writing by the Local Planning Authority. The plans shall seek to ensure that upon occupation of individual retail unit/dwelling, industry standard ducting to facilitate the provision of full fibre superfast broadband service for a site-wide network is in place provided as part of the initial highway works within the site boundary.</p> <p><i>Reason: To ensure a sustainable form of development and in the interests of visual amenity.</i></p>
29	<p>No development shall commence until a timetable for the implementation for the Full Residential Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority. The provisions of the Full Residential Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.</p> <p>Reason: To ensure that the development provides sustainable transport options.</p>
<p>Highway matters</p>	
30	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108 Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with Highways England and Lancashire County Council.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> • Final details of how the schemes interface with the existing highway alignment. • Full carriageway surfacing and carriageway marking details.

	<ul style="list-style-type: none"> • Full construction details. • Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards). • An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes. <p><i>Reason: To ensure that the M61 Motorway might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.</i></p>
31	<p>No part of the development hereby approved shall be commenced until the full design details of the traffic mitigation schemes on the local highway network have been submitted to and approved in writing by the local planning authority in consultation with Lancashire County Council Unless otherwise agreed in writing with the Local Planning Authority'</p> <p>The details to be submitted shall include:</p> <p>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</p> <ul style="list-style-type: none"> - Provision of a signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction). - Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme is expected to include the following: <ul style="list-style-type: none"> • Speed review along length (currently 40mph) • Review and update existing TRO's • Road marking review and refresh in vicinity of Great Knowley • Speed Indicator Device (SPID) on the approach from the north • Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review) • Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn <p>A674 Blackburn Road / B6229 Moss Lane priority junction</p> <ul style="list-style-type: none"> - Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network The scheme is expected to include the

following:

- Review of signing onto the corridor with its 7.5t weight restriction.
- Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
 - road marking including bar markings, or narrowing's
 - different surface colour at junctions,
 - raised tables.

A674 Blackburn Road / Proposed Residential site access priority junction

- Provision of details relating to access visibility, the vehicular approach from within the site to the junction and foot/cycleway and safety barrier on the A674.

A674 Blackburn Road / Proposed Commercial/Retail site access roundabout

- Provision of details that are not included on the submitted plan.

A three phase approach will need to be undertaken at the junction being (however multiply phases may be delivered at the same trigger point):
 Phase 1: Modify kerb lines to maintain lane discipline for circulating HGV's having regard to wing mirrors, (whole roundabout to satisfy standards)
 Phase 2: Extend 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 10 cars (in each lane) i.e. circa 65m
 Phase 3: Modify entry into the site to support 2 lanes (this supports site management).

A674 Blackburn Road between M61 J8 and the residential access

TRO funding to ensure parking does not take place on this section of road and provision of interactive signing east and west of the site to support car park management and use of appropriate overflow strategies/carparks elsewhere.

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

Provision of :

- Signing and road marking review and update
- Bus priority review
- TRO review
- Upgrading of bus provision on Blackburn Road
- Foot/cycle way provision on A674 between the residential access and M61 J8 including removing of verge, crash barrier changes
- PROW onto Blackburn Rd
- PROW onto Moss Lane
- Note this excludes that agreed with the Canal and River trust

	<p><i>Reason: In the interests of safety and sustainable transport.</i></p>
32	<p>Trigger points for the completion of individual measures identified and approved through condition 33 – 31 (inc.) shall be agreed in writing with the Local Planning Authority, in consultation with the relevant Highway Authority, prior to the commencement of development. The agreed trigger points shall then be fully adhered to unless agreed in writing with the LPA.</p> <p><i>Reason: In the interests of sustainable transport in accordance.</i></p>
33	<p>With the exception of pre-commencement site clearance and preparation works, no part of the development hereby approved shall commence until a scheme for the construction of the site access and emergency access has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include provision for the timing of construction of the site access and emergency access. The development shall take place in accordance with the approved scheme.</p> <p><i>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway works are acceptable before work commences on site and to enable all construction traffic to enter and leave the site in a safe manner without causing a hazard to other road users.</i></p>
<p>Highway adoptions</p>	
34	<p>Prior to the commencement of development, other than site enabling works, an Estate Street Phasing and Completion Plan shall have been first submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. No dwelling or dwellings shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Lancashire County Council Specification for Construction of Estate Roads.</p> <p><i>Reason: To ensure that the estate streets serving the development are</i></p>

	<p><i>completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway. This is required to be a pre-commencement condition to ensure the roads will meet the necessary standard before works start on the development.</i></p>
<p>35</p>	<p>No dwellings shall be occupied until details of the proposed arrangements for future management and maintenance of the proposed streets and public open space and any other areas within the development not to be adopted (including details of any Management Company) have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.</p> <p><i>Reason: To ensure appropriate management and maintenance of the site.</i></p>
<p>36</p>	<p>No roads proposed for adoption shall be commenced until full engineering, drainage and constructional details for them have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.</p> <p><i>Reason: In the interest of highway safety and to ensure any streets for adoption will be constructed to the appropriate standard prior to their commencement.</i></p>
<p>37</p>	<p>The car parking spaces for each dwelling shall be surfaced or paved, drained and marked out all in accordance with the approved plan before it is first occupied. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.</p> <p><i>Reason: To ensure adequate on site provision of car parking and</i></p>

	<i>manoeuvring areas.</i>
38	<p>The new estate road/access between the site and the adopted highway shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any other development takes place within the site.</p> <p><i>Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.</i></p>
Employment skills	
39	<p>The development shall not commence until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p>



**Botany Bay Retail Village – Outline Planning Application for Commercial Floorspace
Application Ref. 17/00715/OUTMAJ**

WYG Final Response

Introduction

We write in relation to the above application, further to receiving the 'Retail Impact Sensitivity Testing' report produced by HOW dated January 2018 in support of the application, and the 'Advice to Chorley Borough Council' report produced by Alyn Nicholls, dated August 2018. We have also reviewed the planning officer's report to committee for completeness.

The purpose of this correspondence is to provide WYG's final advice to South Ribble Borough Council ('SRBC') following the receipt of the above two documents, which we understand will be presented at Chorley's Development Control Committee on 14th August 2018.

Background and Summary of Previous WYG Response

WYG previously provided an independent appraisal on retail and leisure policy matters to SRBC in August 2017. The appraisal concluded that following a review of the sites assessed by HOW, and our own local knowledge, there were no sites within or on the edge of the defined centres within the catchment area which are available and suitable to accommodate the proposed development even when applying a sufficient degree of flexibility. We concluded that the proposal accorded Policy EP9 of the Local Plan, Policy 11 of the Central Lancashire Core Strategy and paragraph 24 of the then NPPF.

Since the preparation of the previous appraisal, the new NPPF has since been published (July 2018), albeit we do not consider that the new wording of the policies contained within the revised NPPF would materially alter the conclusions reached regarding the sequential approach (paragraphs 86 and 87 of the revised NPPF). In any event, we do consider it necessary for the applicant to provide an update on policy matters to reflect the latest policies contained within the revised NPPF for completeness prior to determination.

In terms of the impact assessment, we were satisfied that the proposal would not lead to any significant adverse impact in respect of existing, committed and planned public and private sector investment within a defined centre in the catchment area. Again, we were therefore satisfied that the proposal complies with the relevant part of Policy EP9 of the Local Plan, Policy 11 of the Central Lancashire Core Strategy and the first part of paragraph 26 of the then NPPF.

It is now paragraph 89 within the revised NPPF which refers to the impact of the development on investment, and we consider that the proposal complies with the revised policy. This is particularly the case, which is also noted by Alyn Nicholls in his response, that Marks and Spencer ('M&S') has now formally committed to open a M&S Foodhall in the extension to Market Walk and has signed a contract to do so¹. This has been signed in full knowledge of both Cuerden and Botany Bay, demonstrating that neither would significantly impact on the delivery of the scheme. We are therefore still comfortable with our conclusions reached with regard to the first part of the impact test.

However, in terms of the potential impact of the proposal on town centre vitality and viability, our conclusions were that we were not satisfied that there was sufficient evidence to conclude that the proposal would not have a significant adverse impact on the centres within the catchment area, and

¹ <https://www.lep.co.uk/news/market-walk-s-on-off-saga-comes-to-end-as-m-s-confirms-chorley-store-1-9268198>



in particular, Preston city centre. In particular, we considered that HOW's assessment was not robust due to the following issues:

1. The turnover of the proposed development is too low. HOW should adopt a higher sales density for the proposed floorspace as a sensitivity test;
2. The trade draw of the proposal is not, in our view, robust. We consider that a draw of 50% of the turnover from the PCA (Zone 1) is too high in particular;
3. As a result of (2), we are not satisfied by the trade diversion levels and consider that the solus diversion from Preston city centre could be higher; and
4. No calculation of the cumulative trade diversion including the Cuerden scheme has been undertaken. We are of the view that subject to the findings of the above three points, the cumulative impact considering both Botany Bay and Cuerden could be considered significant on Preston city centre, particularly when considering the current health of the city centre.

We note that Chorley Borough Council's ('CBC') independent retail advisor Alyn Nicholls also raised concerns regarding the above matters, along with a series of other matters. Alyn Nicholls responds to the matters raised throughout his advice dated August 2018, along with providing his own sensitivity quantitative impact tables which seek to address the concerns and provide CBC with a robust case upon which to take the applications to be heard at planning committee.

We proceed with the remainder of this letter taking the above into account, along with a consideration of the additional information provided by both HOW and Alyn Nicholls.

Updated Response Following Receipt of Additional Information

In light of the above, HOW's 2018 report principally considers the following matters (paragraph 5.4 of the report):

- That the turnover of the development is higher than estimated;
- That the Market Walk development in Chorley does not trade at expected levels;
- That the pattern of trade draw is different to that assumed; and
- Consideration of the recently approved retail development at Cuerden.

HOW's report also provides a summary with regard to the health of Blackburn town centre (Section 6) to respond to an objection issued by Savills on behalf of the owner of The Mall in the town centre, concluding that the centre benefits from a low proportion of vacant floorspace, and has a good multi-national offer, along with ongoing improvements being made to the environmental quality.

HOW notes at paragraph 7.14, that WYG advised SRBC that the level of assumed trade which will be drawn from the PCA was too high. We note that CBC's advisor also raised this as an issue and adjustments have been made to the trade draw patterns taking account of the reduction in draw from the PCA, the spending power of the zone and its ease of access in relation to the application site. The draw has been amended to 40:36:20 (primary:secondary:tertiary) compared to the previously adopted 50:30:16. We are comfortable with this revision, and consider it better reflects where the trade is likely to be drawn from.

In terms of the turnover of the proposed development, we previously queried the sales density adopted by HOW of £4,400 per sq.m for the new floorspace, and requested that a sensitivity analysis was undertaken to reflect the higher level that the centre could perform at.

We note that HOW has provided a response to this query from paragraphs 7.4 to 7.11, providing justification for the sales density adopted. HOW states that the sales density has been derived from the average provided by Mintel in the Report of Outlet Centres published in December 2016, and by including Bicester Village in the average, this would skew the sales density higher. Whilst we note this



justification and it does go some way to clarify HOW's position, this does not fully alleviate our previous concerns raised. We do note however, that the turnover of the scheme has increased in HOW's assessment in any event, following an amendment made to the assumed net sales floorspace from 70% to 80%, which may go some way to responding to our concerns regardless.

Based on the revised trade draw assumptions adopted by HOW, the trade diversion levels have also been updated as a consequence, along with the inclusion of the additional diversion from the Cuerden commitment, which was also requested by WYG and Alyn Nicholls.

HOW still assumes that the highest level of trade diversion will be from Preston city centre at £6.9m (or 10% of the turnover), followed by Chorley town centre at £3.7m (or 5.4% of the turnover). The resultant increase in impact figure on Preston city centre produced by HOW is from -5.0% at 2023 to -9.1% at 2023 and on Chorley town centre from +3.5% to -0.8%².

In any event, we note that Alyn Nicholls has provided his own sensitivity analysis within the appendices of his advice, which adopts higher sales densities than that which has been used by HOW, and we welcome this additional information provided.

Alyn Nicholls' Impact Scenario 1 calculates the cumulative impact on Chorley to be -5.8%, assuming that £3.6m of the proposal's turnover will be diverted from the centre and -15.2% on Preston city centre assuming that £10.1m will be diverted from the centre, with an impact on Leyland town centre at -9.8%, which assumes that £0.7m will be diverted from the centre. Under Scenario 2, these increase to -6.3%, -15.3% and -9.9% respectively. In each case, the impact on Deepdale Retail Park and the Capitol Centre would be over -20%, albeit both are situated in out-of-centre locations and therefore not protected by policy. We consider the figures adopted by Alyn Nicholls in his Scenario Impact test 1 in particular to be more realistic in assessing the potential implications of the proposed development.

In terms of the defined centres, in each case under Alyn Nicholls' assessments, other than Preston city centre, the turnover at 2023 would be higher than the turnover at 2018 when taking account of the deductions from the diversion to both commitments and the proposal at Botany Bay.

In this regard, we note that the Inspectors at the Rushden Lakes (PINS reference APP/G2815/V/12/2190175) and the Scotch Corner (PINS references APP/V2723/V/15/3132873 and APP/V2723/V/16/3143678) Inquiries both found it to be of relevance to compare a centre's turnover at the impact design year to that which was identified at base year in considering the acceptability of identified impacts. More particularly, we note that paragraph 11.30 of the Scotch Corner Inspector's report found that it was of relevance that:

'...Darlington Town Centre's estimated turnover in 2020 would be some 99.2% of its 2016 turnover...[and] I conclude that even on Darlington Borough Council's conservative estimate of trade diversion the impact on Darlington Town Centre would not be significantly adverse. Accordingly, the proposals would comply with Framework paragraph 26 second bullet point.'

Paragraph 11.30 of the Secretary of State's decision letter validates the Inspector's findings.

Looking at Preston city centre's expected turnover post development at 2023, under Scenario 1 of Alyn Nicholls' assessment, it would be trading at 96% of its pre-development 2018 turnover and under Scenario 2, it would be trading at 95% of its pre-development 2018 turnover. In both cases, whilst not an ideal scenario, the majority of the diversion is as a result of commitments.

Whilst it is clearly necessary to consider each planning application on its own merits and in the local context, we have given consideration to the vitality and viability of Preston city centre and do not

² This change to the impact on Chorley town centre also takes account of the potential for the Market Walk extension to not increase the turnover of the centre to level previously adopted by HOW



believe that the identified retail trade diversion impact is such that it would, by itself, undermine the future health of the centre. Accordingly, we do not believe that the retail trade diversion impacts arising from the Botany Bay application proposal are such that the application fails to comply with the requirements of paragraphs 89 and 90 of the NPPF.

Summary and Conclusion

We have reviewed the additional information provided by HOW and Alyn Nicholls and the associated report to committee for the forthcoming Development Control Committee Meeting to be held on 14th August. This review has been undertaken on the basis of WYG's previous conclusions reached and recommendations made with regard to the work required by HOW to ensure that the retail planning case is robust.

We note that HOW has responded to the majority of queries raised by WYG and other relevant stakeholders and that the key concerns which have not been picked up by HOW, have subsequently been addressed by Alyn Nicholls in his sensitivity analysis submitted to assist CBC to determine the planning application.

Reviewing all of the information provided, we can confirm that WYG is satisfied that although the cumulative impact on Preston city centre is considered to be high, this is principally as a result of the commitments rather than the proposals at Botany Bay. In any event, we do not consider that the diversion would cause a significant adverse impact on the defined centres and is therefore compliant with paragraphs 89 and 90 of the revised NPPF and Policy EP9 of the Local Plan and Policy 11 of the Central Lancashire Core Strategy.

RT HON LINDSAY HOYLE MP
Deputy Speaker, Chairman of Ways and Means

London Office
Tel: 020 7219 3515
hoylel@parliament.uk



Constituency Office
Tel: 01257 271555
@LindsayHoyle_MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Our Ref: LH6887

Mr Gary Hall
Chief Executive
Chorley Council
Chorley Council
Town Hall
Market Street

10 August 2018

Dear Gary

**Re: Botany Bay Planning Application's
17/00713/OUTMAJ, 17/00714/OUTMAJ, 17/00715/OUTMAJ, 17/00716/OUTMAJ,**

I am writing on behalf of residents who have raised concerns regarding the above applications's.

I am deeply concerned that this would create an over-intensification of the site and would have a detrimental effect on the local area, and I support local resident's and ward councillors.

Furthermore, I am also very concerned that I have not received any impact study on what effect this will have on the town centre. I believe there must be an understanding on whether this development is beneficial or detrimental to the town centre before making any decision.

I look forward to your reply.

**On all reply correspondence, please quote above ref and forward to 35/39
Market Street, Chorley, PR7 2SW**

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Lindsay Hoyle'.

Rt Hon Sir Lindsay Hoyle MP

RT HON LINDSAY HOYLE MP
Deputy Speaker, Chairman of Ways and Means

London Office
Tel: 020 7219 3515
hoylel@parliament.uk



Constituency Office
Tel: 01257 271555
@LindsayHoyle_MP

HOUSE OF COMMONS
LONDON SW1A 0AA

Our Ref: LH6887

Mr Gary Hall
Chief Executive
Chorley Council
Town Hall
Market Street

Dear Mr Hall

13 August 2018

Re: Botany Bay – Planning Applications 17/00713/OUTMAJ, 17/00714/OUTMAJ, 17/00715/OUTMAJ, 17/00716/OUTMAJ,

I am writing on behalf of residents who have raise concerns regarding these applications.

Further to my previous letter, I still feel that in regards to the housing proposal, that this would create an over-intensification of the site. I still have concerns regarding the impact this development will have on the town centre but I recognise studies have been undertaken.

Should the committee be minded to approve the above applications, conditions need to be applied to uphold the viability of the town centre. I believe that roads would have to be widened to a dual carriageway to ease congestion in the local area from the site entrance up to the motorway.

As well as this I believe there should be local amenities included as part of the planning conditions. This would include a GP Surgery, School provision and ensure that there is adequate transport links between the town centre and the development.

I would be grateful if my comments could be taken into consideration when the Development Control Committee consider this application.

On all reply correspondence, please quote above ref and forward to 35/39 Market Street, Chorley, PR7 2SW

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Lindsay Hoyle'.

Rt Hon Sir Lindsay Hoyle MP

This page is intentionally left blank