

ITEM 3a - 21/00439/FULMAJ – Botany Bay, Canal Mill, Botany Bay, Chorley

The recommendation remains as per the original report

The following conditions are recommended, subject to further agreement with Chair and Vice Chair in relation to the final approved plans lists:

No.	Condition																											
1.	<p>The proposed development of Blocks C to J; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26 must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											
2.	<p>The development hereby permitted shall be carried out in accordance with the approved plans below:</p> <table border="1" data-bbox="333 893 1297 1182"> <thead> <tr> <th data-bbox="339 893 743 925">Title</th> <th data-bbox="743 893 1059 925">Plan Ref</th> <th data-bbox="1059 893 1297 925">Received On</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 925 743 956">TBC</td> <td data-bbox="743 925 1059 956"></td> <td data-bbox="1059 925 1297 956"></td> </tr> <tr> <td data-bbox="339 956 743 987"></td> <td data-bbox="743 956 1059 987"></td> <td data-bbox="1059 956 1297 987"></td> </tr> <tr> <td data-bbox="339 987 743 1019"></td> <td data-bbox="743 987 1059 1019"></td> <td data-bbox="1059 987 1297 1019"></td> </tr> <tr> <td data-bbox="339 1019 743 1050"></td> <td data-bbox="743 1019 1059 1050"></td> <td data-bbox="1059 1019 1297 1050"></td> </tr> <tr> <td data-bbox="339 1050 743 1081"></td> <td data-bbox="743 1050 1059 1081"></td> <td data-bbox="1059 1050 1297 1081"></td> </tr> <tr> <td data-bbox="339 1081 743 1113"></td> <td data-bbox="743 1081 1059 1113"></td> <td data-bbox="1059 1081 1297 1113"></td> </tr> <tr> <td data-bbox="339 1113 743 1144"></td> <td data-bbox="743 1113 1059 1144"></td> <td data-bbox="1059 1113 1297 1144"></td> </tr> <tr> <td data-bbox="339 1144 743 1176"></td> <td data-bbox="743 1144 1059 1176"></td> <td data-bbox="1059 1144 1297 1176"></td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>	Title	Plan Ref	Received On	TBC																							
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3.	<p>An application for approval of the reserved matters (namely the appearance, layout, scale and landscaping for Block A (181 sqm) and Block B (484 sqm) and related access, car parking, circulation and landscaping) must be made to the Council before the expiration of three years from the date of this permission and the development of Block A and Block B and related access, car parking, circulation and landscaping 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 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																											
4.	<p>The approved means of access to Block A and Block B hereby permitted shall be carried out in accordance with the following approved plans:</p> <table border="1" data-bbox="333 1702 1297 1991"> <thead> <tr> <th data-bbox="339 1702 743 1733">Title</th> <th data-bbox="743 1702 1059 1733">Plan Ref</th> <th data-bbox="1059 1702 1297 1733">Received On</th> </tr> </thead> <tbody> <tr> <td data-bbox="339 1733 743 1765">TBC</td> <td data-bbox="743 1733 1059 1765"></td> <td data-bbox="1059 1733 1297 1765"></td> </tr> <tr> <td data-bbox="339 1765 743 1796"></td> <td data-bbox="743 1765 1059 1796"></td> <td data-bbox="1059 1765 1297 1796"></td> </tr> <tr> <td data-bbox="339 1796 743 1827"></td> <td data-bbox="743 1796 1059 1827"></td> <td data-bbox="1059 1796 1297 1827"></td> </tr> <tr> <td data-bbox="339 1827 743 1859"></td> <td data-bbox="743 1827 1059 1859"></td> <td data-bbox="1059 1827 1297 1859"></td> </tr> <tr> <td data-bbox="339 1859 743 1890"></td> <td data-bbox="743 1859 1059 1890"></td> <td data-bbox="1059 1859 1297 1890"></td> </tr> <tr> <td data-bbox="339 1890 743 1921"></td> <td data-bbox="743 1890 1059 1921"></td> <td data-bbox="1059 1890 1297 1921"></td> </tr> <tr> <td data-bbox="339 1921 743 1953"></td> <td data-bbox="743 1921 1059 1953"></td> <td data-bbox="1059 1921 1297 1953"></td> </tr> <tr> <td data-bbox="339 1953 743 1984"></td> <td data-bbox="743 1953 1059 1984"></td> <td data-bbox="1059 1953 1297 1984"></td> </tr> </tbody> </table>	Title	Plan Ref	Received On	TBC																							
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	<i>Reason: For the avoidance of doubt and in the interests of proper planning</i>
5.	<p>Prior to the erection of the superstructure of any building hereby approved samples of the associated external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
6.	<p>Prior to the erection of the superstructure of any building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p><i>Reason: To ensure a visually satisfactory form of development..</i></p>
7.	<p>Prior to the commencement of each phase, other than demolition, ground works and vegetation clearance, 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>
8.	<p>No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site.</p> <p><i>Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.</i></p>
9.	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a scheme for offsetting biodiversity impacts to achieve net gain shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The proposed offsetting scheme shall:</p> <ol style="list-style-type: none"> a) be based on prevailing DEFRA guidance; b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site; c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric; d) include the identification of a receptor site or sites; e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme; f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures); g) Timetable for implementation. <p><i>The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.</i></p>
10.	<p>A detailed scheme for the landscaping of the development and its surroundings shall be submitted prior to the erection of any of the superstructures of the</p>

	<p>buildings hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
11.	<p>No works to trees and shrubs or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
12.	<p>All works and ecological measures shall be carried out in accordance with the details contained in Construction Environmental Management Plan: Biodiversity by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/03) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p> <p><i>Reason: To protect ecologically sensitive features during construction.</i></p>
13.	<p>The development hereby approved shall be carried out in full accordance with the details of on-site ecological enhancement and management and invasive species control contained in the Ecological Management Plan and Invasive Species Method Statement by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/04) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.</p> <p><i>Reason: Due to the presence of invasive plant species and to ensure on-site ecological enhancements.</i></p>
14.	<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>
15.	<p>Prior to each phase of development approved by this planning permission, other</p>

	<p>than demolition, ground works and vegetation clearance, no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reasons</p> <ol style="list-style-type: none"> 1. To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. 2. To prevent deterioration of a water quality element to a lower status class in the underlying aquifer.
16.	<p>No development shall commence, other than demolition, ground works and vegetation clearance, 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 delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.</i></p>
17.	<p>The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water drainage strategy (March 2022, Ref: 2945FRA, Integra Consulting Ltd).</p> <p>The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the</p>

	<p>scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
18.	<p>No development shall commence in any phase, other than demolition, ground works and vegetation clearance, until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.</p> <p>The details of the drainage strategy to be submitted for approval shall include, as a minimum;</p> <ul style="list-style-type: none"> a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 year + 40% climate change event), with allowance for urban creep. b) Final sustainable drainage plans appropriately labelled to include, as a minimum: <ul style="list-style-type: none"> i. Site plan showing areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary; ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels; iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate; iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems; v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL; vi. Details of proposals to collect and mitigate surface water runoff from the development boundary; vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components; c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365. d) Evidence of an assessment of the existing on-site culverted watercourse to be used as a discharge point to confirm that it is in sufficient condition and capacity to accept surface water runoff generated from the development. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required. <p>The sustainable drainage strategy shall be implemented in accordance with the approved details.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
19.	No development shall commence, other than demolition, ground works and

	<p>vegetation clearance, until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.</p> <p>The details of the plan to be submitted for approval shall include for each phase, as a minimum:</p> <p>a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.</p> <p>b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.</p> <p>The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.</p> <p>Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.</p>
20.	<p>The commencement of use of the development shall not be permitted until a site specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The details of the manual to be submitted for approval shall include, as a minimum:</p> <p>a) A timetable for its implementation;</p> <p>b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component;</p> <p>c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;</p> <p>d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;</p> <p>e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;</p> <p>f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and</p> <p>g) Means of access for maintenance and easements.</p> <p>Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.</p>
21.	<p>The commencement of use of the development shall not be permitted until a site specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.</p>

	<p>The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.</p> <p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.</p>
22.	<p>Notwithstanding the plans hereby approved, details of the proposed eastern boundary treatment (including foundations, height, specification and materials) and landscape buffer zone shall first have been submitted to and agreed in writing by the Local Planning Authority. The details shall include cross sections clearly showing the relationship between the canal corridor, boundary fencing, existing hedge, proposed depth of the landscaping buffer and access road. The details shall be carried out in full accordance with the agreed details.</p> <p>Reason: To ensure that the external appearance of the development is satisfactory. The boundaries adjacent to waterside developments should provide an attractive façade and poor design can affect how the waterway is perceived.</p>
23.	<p>No development (including any site clearance) shall take place within 15m of the edge of the canal until a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate how the buildings, landscaping, level changes, access roads, boundary fencing, paths and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal. The details shall also include accurate cross sections showing the works relative to the canal corridor. In addition to this demonstrate how any 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 infrastructure. The details shall also set out how any proposed earthmoving and excavation works required in connection with the development activities would be carried out and managed to protect the canal and its users. The development shall be carried out in strict accordance with the agreed details.</p> <p>Reason: Excavation, earth removal and construction works have the potential to adversely impact on the integrity of the waterway infrastructure.</p>
24.	<p>No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of archaeological work shall comprise two elements:</p> <ul style="list-style-type: none"> i) 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 'Understanding Historic Buildings' (Historic England 2016). ii) The archaeological strip, map and recording of the sites of the ancillary mill buildings at Canal Mill. <p>This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (www.archaeologists.net). The</p>

	<p>development shall be carried out in accordance with these agreed details.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.</p>
25.	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, a scheme for the phasing of the development and triggers for the delivery and completion of all individual traffic mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority and National Highways. 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>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purpose whilst, maintaining the safety for all users and to secure the proper development of the site in an orderly manner.</p>
26.	<p>No phase of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, until the full design details of the traffic mitigation schemes relevant to that phase, as identified in the approved phasing strategy, have been submitted to and approved in writing by the Local Planning Authority in consultation with Lancashire County Council and National Highways, unless otherwise agreed in writing with the Local Planning Authority</p> <p>The details to be submitted for each of the individual traffic mitigation measures shall include:</p> <p><u>M61 Junction 8</u></p> <ul style="list-style-type: none"> - Signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points - Queue detectors on links - Modernisation and performance upgrade of signal equipment and controller - Technology to link associated signals both upstream and down stream - CCTV to monitor operation <p><u>A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</u></p> <ul style="list-style-type: none"> - LCC highways require for 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 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><u>A674 Blackburn Road / B6229 Moss Lane priority junction</u></p> <p>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 expected to include the following:</p> <ul style="list-style-type: none"> - 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 Commercial / Site Access roundabout

- Details of Modified kerblines to maintain lane discipline for circulating HGV's having regard to wingmirrors, (whole roundabout to satisfy standards) as per Drawing TPMA1498-109 Rev C.
- Details of Extended 2 lane flare from the southwest (M61) to form a 2 lane approach for a distance that can accommodate a minimum 2 HGV's (in each lane) i.e. circa 40m. (This phase is a lesser requirement for the 2 lane flare than the previous retail application, its need/delivery will be based on future modelling and observations).

A674 Blackburn Road between M61 J8 and the site

A scheme to ensure parking does not take place on this section of road and

A6 / A674 signalised roundabout (Hartwood Hall roundabout)

- Technology to link associated signals both upstream and down stream
- Signal equipment to be updated and controller
- Queue detectors on Maple Gove, Drumhead Road and 'Keep Clear' road marking on Millennium Way A674
- Queue detector on Hazel Grove
- Signal optimisation / MOVA update (and further reviews in line with changes whether to flow or infrastructure)
- Traffic signs and road markings review
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation

A6 / Euxton Lane signalised roundabout (Hospital roundabout)

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review and update (and further reviews in line with changes whether to flow or infrastructure)
- Signal equipment review and updated including controller
- Review Queue detector locations and make necessary changes
- Traffic signs and road markings review including TRO's, make necessary changes
- Bus priority review
- Emergency service hurry call (Fire service and Hospital)
- CCTV to monitor operation
- Widening – on the southbound approach from the north
- Traffic island to separate straight on from right turning traffic (north to south & west)
- Re-profile the central island to facilitate movement
- Signal optimisation / MOVA further review(s) in line with other changes
- Final MOVA review and optimisation on substantial completion of development build

Euxton Lane / Hospital Access signal controlled junction

- Technology to link associated signals both upstream and down stream
- Signal optimisation / MOVA review

New Strawberry Fields Signalised junction on Euxton Lane

- Technology to link associated signals both upstream and down stream

	<p><u>Other Measures and sustainability provision</u></p> <ul style="list-style-type: none"> • 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 employment access and M61 J8 including removing of verge, crash barrier changes <p>Reason: In the interests of safety and sustainable transport.</p>
27.	<p>The approved traffic mitigation measures shall be delivered in accordance with the approved phasing strategy, trigger points and details.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil their purposes whilst maintaining the safety for all users and in the interests of safety and sustainable transport.</p>
28.	<p>The operation of the M61 Junction 8, post implementation of the improvement scheme, if this occurs before other mitigation measures, shall be monitored with particular regard to queue interaction with the adjacent local road network and queue lengths on slip roads throughout the period of monitoring on the local road network to inform the need and scope for intervention.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
29.	<p>No part of the development hereby approved shall be commenced, other than demolition, ground works and vegetation clearance, 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 National Highways 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. - A walking, cycling and horse-riding assessment in accordance with GG142 of the Design manual for Roads and Bridges. <p>No part of the development hereby approved shall be occupied until the approved traffic mitigation schemes have been constructed and completed in accordance with the approved details.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
30.	<p>No development shall take place, other than demolition, ground works and vegetation clearance, until:</p> <p>(a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in</p>

	<p>consultation with National Highways; and (b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.</p> <p>Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.</p> <p>Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.</p>
31.	<p>Prior to the commencement of any development hereby approved, other than demolition, ground works and vegetation clearance, a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections) shall be undertaken in accordance with the requirements of CS551 of the design manual for Roads and Bridges and the results shared with National Highways.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded prior to the start of start of construction operations and to verify that it is fulfilling the purpose for which it was designed to operate.</p>
32.	<p>No part of the development hereby approved shall be brought into use unless and until a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections to be agreed with National Highways) has been undertaken in accordance with the requirements of CS551 'Drainage Surveys' of the Design Manual for Roads and Bridges, the results of the CCTV drainage survey shared with National Highways and any damage to the motorway drainage culvert and upstream connection(s) noted from the CCTV drainage survey by National Highways in comparison with the CCTV drainage survey undertaken in Condition 8 rectified by the site owner to the satisfaction of National Highways in accordance with appropriate standards.</p> <p>Reason: To ensure that the condition of the motorway culvert is recorded after completion of site construction works and to verify that it continues to fulfil the purpose for which it was designed to operate and has not been damaged as a result of the development construction operations.</p>
33.	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until full constructional details of the building foundations, earthworks and retaining structures to be utilised have been agreed with National Highways in consultation with the local planning authority in accordance with standard CD622 'Managing Geotechnical Risk' and any relevant structures subject to Technical Approval from National Highways in accordance with the requirements of standard CG300 'Technical Approval of Highway Structures' of the Design Manual for Roads and Bridges.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
34.	<p>No development shall commence, other than demolition, ground works and vegetation clearance, unless and until a system for vibration monitoring in connection with the construction of building foundations and earthworks associated with this development and which accords with the requirements of BS5228 Part 2 (or any successor National Highways Planning Response (NHPR 21-09) September 2021 standard) has been submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways and thereafter</p>

	<p>implemented on site for the duration of building foundation, construction and earthworks operations.</p> <p>Reason: To ensure that the integrity of the asset for which National highways is responsible motorway is protected for the duration of site construction works.</p>
35.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, unless and until an assessment of the site boundary with the M61 motorway has been undertaken by the applicant in relation to the completed development under the Roads Restraint Risk Assessment process and the findings submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways; thereafter any resulting safety barrier work requirement on the M61 motorway agreed with National Highways and implemented at the applicant's expense in accordance with CD377 'Requirements for Road Restraint Systems'. of the Design Manual for Roads and Bridges.</p> <p>Reason: In the interests of safety.</p>
36.	<p>Prior to the commencement of the development hereby approved, other than demolition, ground works and vegetation clearance, a sustainable surface water drainage scheme in accordance with the principles shown within drawings reference 31913-SUT-ZZ-XX-DR-C-621-0001 P03 and 31913-SUT-ZZ-XX-DR-C-610-0001 shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.</p> <p>Reason: in the interests of maintaining the safety and integrity of the M61 motorway.</p>
37.	<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>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
38.	<p>No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and accepted by National Highways in consultation with the Local Planning Authority.</p> <p>Reason: In the interests of safety and maintaining the integrity of the M61 motorway.</p>
39.	<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> <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. Coordinating with the highway authority under adverse weather conditions (rain, snow or icy); 8. measures to mechanically sweep the roads adjacent to the site as required

	<p>during the full construction period; 9. measures to control the emission of dust and dirt during construction; 10. a scheme for recycling/disposing of waste resulting from demolition and construction works; and 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>Reason: In the interests of highway safety at all times of year, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.</p>
40.	<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 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>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.</p>
41.	<p>Full construction details of the diverted Public Right of Way (PRoW) 9-2-FP 26 shall be submitted to the Local Planning Authority and approved in writing prior to any footpath diversion works commencing. Such details shall ensure that the footpath is fit for purpose, attractive to users and remains so when development is in operation and that it can be used by all, in all-weather conditions and all times of year. The footpath shall be been constructed in accordance with the approved details prior to</p> <p>Reason: to ensure pedestrian access is maintained and support sustainable transport.</p>
42.	<p>Prior to the first occupation of any phase of the development hereby permitted, a Full Travel Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include</p> <ul style="list-style-type: none"> • Contact details of a named Travel Plan Co-ordinator • Results from travel survey • Details of existing cycling, pedestrian and public transport infrastructure • Details of the provision of cycle parking • Objectives • SMART Targets for non-car modes of travel, taking into account the baseline data from the survey • Action plan of measures to be introduced, and appropriate funding • Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years • Surveys to capture any employees that park on street. • Mechanism and penalties/consequences to both employee and business for those that choose to park on the public highway. <p>The approved plan(s) will be audited and updated at intervals as approved and the approved plan(s) be carried out. 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>

	Reason: To ensure that the development provides sustainable transport options.
43.	<p>Prior to the commencement of development, other than demolition, ground works and vegetation clearance, details of pedestrian crossing provision, a right turn storage pocket and access on approach to Block A along the spine road shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of Block A.</p> <p>Reason: In the interests of highway safety.</p>
44.	<p>Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority prior to the first occupation of each unit hereby approved. The approved cycle storage facilities shall be provided before that unit is first occupied and shall be permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.</p>
45.	<p>The private car parking provision for each building shall be marked out in accordance with the approved plans, before the use of that building hereby permitted first becomes operative, and permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas.</p>
46.	<p>Prior to the occupation of any building hereby approved the roundabout junction access on the A674 shall be modified and improved as set out in Drawing TPMA1498-109 Rev C (provided to LCC Highways via email on 28th Feb 2022). The proposed improvement to the roundabout includes an overrun area, with which two simultaneous movements of HGVs can be accommodated.</p> <p>Reason: To satisfy lane discipline for all vehicles including HGV's to and from the proposed development in the interests of highway safety.</p>
47.	<p>The emergency access to the south of the site from Blackburn Brow shall be kept clear and made available at all times.</p> <p>Reason: It is critical that the route for emergency vehicles from the south from the adopted highway through the site is kept clear at all times.</p>
48.	<p>The existing access to Blackburn Brow to the south of the site shall be maintained for non-motorised users, other than required to facilitate named phases of construction, and a scheme of access improvements for pedestrian and cycle provision to provide non-vehicular connectivity between the site and Blackburn Brow shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of development. The approved scheme shall be implemented in full prior to the occupation of any building hereby approved.</p> <p>Reason: To ensure that the development provides sustainable transport options.</p>
49.	<p>The building identified as Block A hereby approved shall be used for Class E(b) uses and for hot food takeaway purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>
50.	The building identified as Block B hereby approved shall be used for Class E use

	<p>purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>
51.	<p>The buildings identified as Blocks C to J hereby approved shall be used for Class B2, B8 and E(g) use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: To define the development and to protect the amenity of neighbouring occupiers.</p>