

C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Head of Planning and Enforcement	Planning Committee	13 June 2023

ADDENDUM
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**ITEM 3d - 22/01080/FULMAJ – Canal Mill, Botany Bay, Chorley**

**The recommendation has been amended to a recommendation that planning permission is granted subject to the conditions set out on the addendum.**

**Cllr J. Sherwood and Cllr A. Lowe** have made the following comments:

I would ask that the committee would ask the officers to seek reassurance that helicopter activity would not be increased. We consider that such an increase would impact on residents in relation to both air & noise pollution. We also feel that an increase would cause a distraction to motorists on the nearby motorway & roads.

*Officer comment: There is already a helipad onsite that currently operates lawfully, in planning terms, without restriction. There is no suggestion within the application that use of the helipad would increase. It is recommended that a condition be attached to any grant of planning permission to restrict the hours of operation in the interests of amenity, however, it would not be reasonable or enforceable to attach a condition restricting the number of flights to and from the helipad, therefore such a condition would not meet the tests set out in the Framework. Notwithstanding this the scale of the facility would be self-limiting in any event i.e. there would only be a single helipad.*

The following consultee responses have been received:

**LCC Highways** have made the following comments:

Based on all information submitted there are a number of concerns associated to this application for a multi-storey car park, that have not yet been clarified by both LCC and National Highways to enable a fully auditable conclusion be reached that can stand up to scrutiny.

Whilst, it is likely with the support of the applicant and their consultant that concerns relating to development impacts could be adequately addressed and controlled through suitably worded planning conditions and as part of Applications 23/00164/FULMAJ (Self Storage and Offices at the Mill) and 22/01243/FULMAJ (Employment), the supporting analysis as presented is not accepted as being accurate and no strategy is offered to overcome parking concerns. However, if Chorley Council are minded to consider this application positively at planning committee without all matters being concluded, it is on the basis that the analysis is NOT accepted by LCC.

The ramifications of accepting this analysis could be far reaching when regard is had to other applications and the delivery of overall mitigation by the applicant.

On request I could suggest and / or discuss suitable planning conditions / s106 details and triggers should your Council be minded to approve the application.

**The following conditions are recommended:**

1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>																																	
2.	<p>The development hereby permitted shall be carried out in accordance with the approved plans below:</p> <table border="1" data-bbox="411 636 1347 1294"> <thead> <tr> <th>Title</th> <th>Plan Ref</th> <th>Received On</th> </tr> </thead> <tbody> <tr> <td>Location Plan</td> <td>3908-DMWR-DR-A-0001 Rev. A</td> <td>12 October 2023</td> </tr> <tr> <td>Proposed Site Plan</td> <td>3908-DMWR-DR-1010 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Ground Floor Plan</td> <td>3908-DMWR-DR-1100 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed First Floor Plan</td> <td>3908-DMWR-DR-1101 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Second Floor Plan</td> <td>3908-DMWR-DR-1102 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Third Floor Plan</td> <td>3908-DMWR-DR-1103 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Fourth Floor Plan</td> <td>3908-DMWR-DR-1104 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Roof Plan</td> <td>3908-DMWR-DR-A-1105 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Sections</td> <td>3908-DMWR-DR-1200 Rev. D</td> <td>16 December 2023</td> </tr> <tr> <td>Proposed Elevations</td> <td>3908-DMWR-DR-A-1300 Rev. D</td> <td>16 December 2023</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	Location Plan	3908-DMWR-DR-A-0001 Rev. A	12 October 2023	Proposed Site Plan	3908-DMWR-DR-1010 Rev. D	16 December 2023	Proposed Ground Floor Plan	3908-DMWR-DR-1100 Rev. D	16 December 2023	Proposed First Floor Plan	3908-DMWR-DR-1101 Rev. D	16 December 2023	Proposed Second Floor Plan	3908-DMWR-DR-1102 Rev. D	16 December 2023	Proposed Third Floor Plan	3908-DMWR-DR-1103 Rev. D	16 December 2023	Proposed Fourth Floor Plan	3908-DMWR-DR-1104 Rev. D	16 December 2023	Proposed Roof Plan	3908-DMWR-DR-A-1105 Rev. D	16 December 2023	Proposed Sections	3908-DMWR-DR-1200 Rev. D	16 December 2023	Proposed Elevations	3908-DMWR-DR-A-1300 Rev. D	16 December 2023
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3.	<p>Prior to the erection of the superstructure of the 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>																																	
4.	<p>Prior to the erection of the superstructure of the 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>																																	
5.	<p>A detailed scheme for the landscaping of the development and its surroundings</p>																																	

	<p>shall be submitted prior to the erection of the superstructure of the building 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 shall include Biodiversity Enhancement Measures and all Landscaping proposals shall 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>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.</p>
6.	<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>Reason: Nesting birds are a protected species.</p>
7.	<p>During the construction period, all trees to be retained shall be protected in accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standards.</p> <p>Reason: To safeguard the trees to be retained.</p>
8.	<p>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"> <li>1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> <li>• all previous uses</li> <li>• potential contaminants associated with those uses</li> <li>• a conceptual model of the site indicating sources, pathways and receptors</li> <li>• potentially unacceptable risks arising from contamination at the site</li> </ul> </li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>Any changes to these components require the written consent of the local</p>

	<p>planning authority. The scheme shall be implemented as approved.</p> <p>Reasons:</p> <ul style="list-style-type: none"> <li>• 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 174 of the National Planning Policy Framework.</li> <li>• To prevent deterioration of a water quality element to a lower status class in the underlying aquifer.</li> </ul>
9.	<p>Prior to the commencement of any works on site a Dust Management Plan shall be submitted, for written approval, to the local planning authority. The Dust Management Plan shall identify all areas of the site and site operations where dust may be generated and further identify control measures to ensure dust and soil does not travel beyond the site boundary. The Dust Management Plan shall consist of a suitable risk assessment in line with national guidance.</p> <p>Once agreed the identified control measures shall be implemented and maintained throughout the duration of the site preparation and construction phase of the development.</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>
10.	<p>Prior to the erection of the superstructure of the building hereby approved details of all external lighting shall be submitted to the local planning authority for written approval. The approved scheme shall thereafter be installed, maintained and retained as approved.</p> <p>Reason: To safeguard the amenities of neighbouring properties.</p>
11.	<p>No amplified live music shall be played or reproduced at any time in the multi-purpose hall hereby approved.</p> <p>Reason: In the interests of the amenity of the area and nearby residential properties.</p>
12.	<p>The multi-purpose hall hereby approved shall be for private use only and shall not be available for public use at any time.</p> <p>Reason: In the interests of the amenity of the area and nearby residential properties.</p>
13.	<p>The use of the site for the landing and taking off of helicopters shall not take place outside of the hours of 0700 hours to 2300 hours at any time.</p> <p>Reason: To safeguard the amenities of neighbouring properties.</p>
14.	<p>Flood lighting of the helipad and hanger hereby approved shall be fitted with a timer device to ensure hours of operation are restricted to between 0700 hours and 2300 hours.</p> <p>Reason: To safeguard the amenities of neighbouring properties.</p>
15.	<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 proposed building works, landscaping, level changes, access roads, boundary fencing, fuel tank and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal. The details</p>

	<p>shall also include accurate cross sections showing the works relative to the canal corridor and the foundation details of the proposed extensions and access road. In addition to this the details shall 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; set out the steps to monitor vibrations and mitigation measures; 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>
16.	<p>No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ol style="list-style-type: none"> <li>i. the parking of vehicles of site operatives and visitors</li> <li>ii. hours of operation (including deliveries) during construction</li> <li>iii. loading and unloading of plant and materials</li> <li>iv. storage of plant and materials used in constructing the development</li> <li>v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</li> <li>vi. wheel washing facilities</li> <li>vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.</li> <li>viii. details of the containment measures for the fuel tank and the measures to deal with any spillages or leakage from the tank; and</li> <li>ix. details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction.</li> <li>x. details of alternative parking for staff based at the site throughout the construction period.</li> </ol> <p>Reason: in the interests of highway safety and to protect the amenities of the nearby residents.</p>
17.	<p>No development shall commence in 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.</p> <p>The detailed surface water sustainable drainage strategy shall be based upon the indicative surface water sustainable drainage strategy submitted (PG/AW/11342, Issue 2, 27/02/23, Thomasons) 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> <ol style="list-style-type: none"> <li>a) Sustainable drainage calculations for peak flow control and volume control for the: <ol style="list-style-type: none"> <li>i. 100% (1 in 1-year) annual exceedance probability event;</li> <li>ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;</li> <li>iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep.</li> </ol> </li> </ol>

	<p>Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.</p> <p>b) Final sustainable drainage plans appropriately labelled to include, as a minimum:</p> <ul style="list-style-type: none"> <li>i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;</li> <li>ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels to include all existing and proposed surface water drainage systems up to and including the final outfall;</li> <li>iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;</li> <li>iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;</li> <li>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;</li> <li>vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;</li> <li>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;</li> </ul> <p>c) Evidence of an assessment of the existing on-site culverted watercourse to be used, to confirm that this system is in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.</p> <p>d) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.</p> <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>
18.	<p>No development shall commence 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 method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.</li> </ul> <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</p>

	<p>the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.</p>
19.	<p>The occupation 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> <ul style="list-style-type: none"> <li>a) A timetable for its implementation;</li> <li>b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures, including all watercourses and their ownership;</li> <li>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;</li> <li>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;</li> <li>e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;</li> <li>f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and</li> <li>g) Means of access for maintenance and easements.</li> </ul> <p>Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.</p> <p>Reason: To ensure that surface water 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>
20.	<p>The occupation 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 surface water 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>
21.	<p>Prior to the first use of the car park hereby approved a Car Park Management Strategy (CPMS) including a strategy for occasions when demand exceeds supply shall be submitted to and approved in writing by the local planning authority. The car park shall thereafter be managed in accordance with the</p>

	<p>approved CPMS.</p> <p>Reason: In the interests of highway safety.</p>
22.	<p>Prior to the erection of the superstructure of the building hereby approved full details of secure cycle parking provision for a minimum of 25 bicycles shall be submitted to and approved in writing by the local planning authority. The approved cycle parking provision shall be made fully available prior to the first use of the car park hereby approved.</p> <p>Reason: To ensure adequate provision of secure cycle parking provision.</p>

**The original report has been amended as follows:**

Impact on highway safety and capacity on the local highway network

Lancashire County Council (LCC) Highways have identified that the application site is located within the Botany Bay Mill site, adjacent to the Mill building. The development site is bounded by the A674 to the north, the Leeds and Liverpool Canal to the east and the M61 to the west. Planning permission exists for a Business Park at the wider site (21/00439/FULMAJ).

This application for a decked car park is part of 2 applications at the Botany Bay Mill:  
 22/01080/FULMAJ - Application for decked car park (163 space), with helipad and sports hall (This application)  
 23/00164/FULMAJ - Application for the change of use of the Mill to storage, and proposed offices on top of the Mill.

There is also a third application (22/01243/FULMAJ) for employment at a site that currently has permission for 233 residential dwellings. This application is located within the same masterplan area (Great Knowley) and is being progressed by the same developer.

It is within this context that LCC Highways have assessed and responded to the current application under consideration.

(A) Access Strategy

The proposed site is shown on Drawing 3908-DMWR-DR-1010 Rev D. The site is to be accessed from the internal road for the wider Botany Bay Business Park, which is accessed via an existing roundabout on the A674. Comments for the wider access have been provided as part of application 21/00439/FULMAJ. Swept Paths and visibility has not been fully examined as the internal roads are private and are in the gift of the applicant to satisfy.

(B) Comments on other elements within the TS

*Traffic Figures and Traffic Forecasts*

The TS presents TRICs data for the proposed office use and self-storage use and compares the trip generation with the surveyed 2016 flows at the mill. There is an increase in trips in the AM and a decrease in the PM peaks. This comparison is used by the transport consultant (Curtins) as their argument that a reassessment of the highway network is not required.

LCC do not consider that the observed flows in 2016 at the mill, represent the current use of the mill as offices. While the proposed car park may facilitate the parking associated with the current office use at the mill, this is not based on the use of the mill at the time of the survey, or that which has been included in the traffic modelling to date. This is a concern to LCC, furthermore, there will also be a change in the distribution of the 2016 Mill traffic compared to the current/new office use.

In addition to the above, there will need to be consideration given to future year assessments, growth and any new committed developments not included as the current model that exists only assesses the year 2023 that is based on 2016 survey data. This is a concern to LCC.



The local network is complex with uncertainty on future traffic flow and resulting congestion and it is important that agreement is reached with the applicant and their transport consultants on all elements of the analysis that can stand up to scrutiny for all applications.

It must be noted that the traffic impacts associated by the office use at the Mill (i.e., trips from vehicles accessing this multi storey car park), will be required as part of applications 23/00164/FULMAJ (Application for the change of use of the Mill to storage, and proposed offices on top of the Mill) and 22/01243/FULMAJ (Application for employment rather than the approved 233 dwellings).

A meeting has been mutually agreed between LCC Highways, National Highways, the applicant and their transport consultants to take place on 15 June 2023 to discuss analytical concerns and issues to allow the application progress to committee with all issues being concluded.

#### *Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way*

LCC previously raised concerns with the internal layout of the Business Park masterplan and provisions for pedestrians and cyclists within the Botany Bay Business Park application site (21/00439/FULMAJ):

*Whilst the internal provision is privately owned and maintained with responsibility/liability remaining with the developer (and not with the highway authority, as part of a comprehensive review I have still considered the internal layout. I am concerned with internal operational matters of that proposed, as is NOT at a standard that would facilitate safe provision for sustainable and motorised movements. Helpful comments have previously been provided to the developer on internal layout issues on the 4th March 2022. The details and advice from these comments have NOT been taken onboard which is a developer issue and risk, and not one where the local highway authority can formally intervene as it is privately controlled, therefore, this is a matter for the LPA.*

#### (C) Internal Site Layout, Parking Standards/Parking Provision and SUDS

The floor plans for the car park are shown in drawings 3908-DMWR-DR-1100 REV D, 3908-DMWR-DR-1101 REV D, 3908-DMWR-DR-1102 REV D, 3908-DMWR-DR-1103 REV D, 3908-DMWR-DR-1104 REV D and 3908-DMWR-DR-1105 REV D.

Whilst car parking is an internal matter in the control of the applicant to satisfy not forming part of the adopted highway. At this stage it is not clear on how the HGV delivery vehicle will exit the employment site, as there is no turning head suitable for this vehicle.

#### *Parking*

While the number of proposed parking spaces (163) are within standards, the car park accumulation suggests an average demand of 153 (this is based on analysis which is currently includes a number of weaknesses). During peak usage there is a risk of offsite parking on the public highway including locations to the east of the site and at the south of the site (around Blackburn Brow). This risk is also influenced by routeing to the site and network congestion. It may be more appealing for users, that route to the site via the south, to park on the public highway, rather than travel through Chorley to the vehicular access. There are no proposals to overcome these risks. The Car Park Management Strategy (CPMS) must include a strategy for occasions when demand exceeds supply and to ensure that on street parking does not take place with penalties/consequences for offenders for whom this parking is provided for. It is important that the above when agreed with the applicant are controlled by suitable worded planning conditions and be approved prior to commencement on site. As a minimum TRO's may need to be implemented in this area, delivered by the S278.

While the proposal suggests 25 cycle parking spaces, there is insufficient evidence that shows these can be accommodated in the building. This does not support a sustainable site and is a concern.

#### *Multi-purpose Sports Hall*

No traffic impacts of the rooftop sports hall have been assessed as this facility is suggested to be solely for FI REM staff. There must be a condition to ensure the facility is not used by external public.

#### *Helipad*

The helipad, when in use will cause a distraction to drivers. Given the proximity to the Strategic Network, it is important that National Highways comments are taken on board and that all guidance and regulations are satisfied such as those by the British Helicopter Association.

#### Highway conclusion

Based on all information submitted it is clear that LCC highways have a number of concerns associated with this application for a multi-storey car park in the context of the existing consent for employment and applications for employment that remain under consideration.

Whilst LCC consider that further analysis is required in order to guide their final recommendations, they have confirmed that it is likely with the support of the applicant and their consultant that concerns relating to development impacts could be adequately addressed and controlled through suitably worded planning conditions and as part of Applications 23/00164/FULMAJ (Self Storage and Offices at the Mill) and 22/01243/FULMAJ (Employment).

Although it is recognised that the proposed development is closely related to, and has been considered in response to, the application for the conversion and extension of the mill building (ref. 23/00164/FULMAJ), and in the context of the wider development of land referred to in a masterplan, the local planning authority must consider the application on its own merits. In essence the proposed development would replace an existing surface car park, that would remain following the delivery of the adjacent employment development, with a decked car park. The car park would contain more parking spaces than would be left by the remaining surface car park but in a different format. LCC have confirmed that the car park would provide adequate parking space in line with the Council's parking standards to accommodate the proposed offices that are currently under consideration, and a parking accumulation exercise carried out by the applicant has confirmed that the maximum average demand would be for 153 spaces, which the proposal would accommodate. On this basis the level of parking proposed is adequate for the proposed and existing office use at the mill.

The helipad and hanger would replace an existing facility, whilst the multi-use hall would perform an ancillary function for use by employees only. A condition is recommended to control this. On this basis the proposal in and of itself would not generate any additional traffic demand.

Given that LCC highways have indicated that it is likely that their outstanding concerns, identified above, could be adequately addressed and controlled through conditions and a legal agreement if necessary and that these matters will be discussed between the applicant and local highway authority on 15 June 2023 it is considered that this application can be determined at this time. Any necessary conditions and obligations arising from traffic generated through development of proposals set out in applications 23/00164/FULMAJ (change of use of the Mill to storage, and proposed offices on top of the Mill) and 22/01243/FULMAJ (Application for employment) should be considered separately to this application and attached to any grant of planning permission in these separate instances.