

APPLICATION REPORT – 22/01243/FULMAJ

Validation Date: 15 December 2022

Ward: Chorley North And Astley

Type of Application: Major Full Planning

Proposal: Detailed planning application for an employment development (comprising a range of buildings in Use Classes E(g), B2 and B8), including new access of A674, internal circulation, parking, servicing, landscaping and ancillary works

Location: Land To The West Side Of Blackburn Road Chorley

Case Officer: Mr Iain Crossland

Applicant: FI Real Estate Management Ltd

Agent: Mr John Francis Plan Red Ltd

Consultation expiry: 28 August 2023

Decision due by: 30 November 2023 (Extension of time requested - TBC)

RECOMMENDATION

1. It is recommended that planning permission is granted subject to conditions and a s106 agreement to secure a public transport contribution and a travel plan support contribution the final details of which to be delegated to the Director of Planning and Development in consultation with the Planning Committee Chair and Vice Chair.

SITE DESCRIPTION

2. The application site is located within the settlement area of Chorley and forms part of a wider site allocated for either housing or employment use in the Chorley Local Plan 2012 – 2026.
3. The application site comprises 7.05ha of agricultural land, which lies to the north east of J8 of the M61. It is bounded by the A674 Millennium Way and the Leeds and Liverpool Canal to the west and Blackburn Road to the east. Agricultural land lies both to the north and south of the site. A public right of way runs east to west adjacent to the southern boundary of the site.
4. The application site comprises undeveloped agricultural grazing land, which is bisected by two drainage ditches running from east to west close to the centre of the site, which drain into the Leeds and Liverpool Canal. The site slopes gently up from the Leeds and Liverpool Canal towards the east, where it rises steeply on the eastern side of the site towards Blackburn Road resulting in a distinct change in levels.
5. There is currently a vehicular access to the site from Blackburn Road but no access from the A674 Millennium Way. There are hedgerows and trees to the periphery of the site. More recently the land has been scraped back and the levels altered in preparation for the installation of subterranean electricity cables and services that would serve any potential development of the land.
6. Outline planning permission was granted (ref: 17/00714/OUTMAJ) in October 2019 for 188 houses on this site and again in September 2021 (ref: 19/01113/OUTMAJ) for 233 houses.

Planning permission was also granted in January 2023 in respect of land to the south west of the application site either side of Canal Mill at Botany Bay for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; 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; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping. This development has commenced and is under construction.

DESCRIPTION OF PROPOSED DEVELOPMENT

7. This application seeks planning permission for an employment development comprising 69 units across a range of buildings with a combined total 28,717 sqm floorspace, in Use Classes E(g), B2 and B8. It is proposed that vehicular access be taken from the A674 Millennium Way, and that the site levels are altered to provide stepped development platforms rising from the west to the east up to Blackburn Road. There would be a pedestrian and cycle access to Blackburn Road and a link to the public right of way to the south.
8. There would be 16 blocks of development of varying scale. These would provide a range of unit sizes to support both new business start ups and more well established and larger operations. There would be a greater number of small and small to medium sized units than there would be large units. The units would comprise mono-pitched and shallow dual pitched roofs and would use a profile cladding system. It is noted that blocks A and B adjacent to Blackburn Road would have mono pitched 'green' roofs, whilst blocks O and L would have substantially glazed elevations either side of the entrance to the site.
9. The site would be modelled through engineering works to create three main development platforms running north to south across the slope upon, which development would take place. The first would be close to being at the grade with the A674. This would accommodate a range of units including the largest unit Block S. The central platform would accommodate the second largest unit, Block N and other medium to large units. The upper platform would accommodate most of the smaller units, Blocks A, B, F, G, H and I. Blocks A and B would be sited behind the planned retaining structure to Blackburn Road. These arrangements would allow the highest part of the development, including the units along the eastern edge of the site and immediately to the west of them, to sit below the level of Blackburn Road and residential properties that are located on the eastern side of the road.
10. The proposal has been amended since its original submission in response to comments from officers and those of the public received through a recent consultation exercise carried out during the assessment of the application. The number of units have been reduced from 75 to 69 with a corresponding reduction in floor area. This is in relation to the changes on the east side of the site with Block A having been reduced in length and Blocks H and I being reduced in area and their position altered. The positioning of blocks has also been altered to enable a deeper landscape buffer to the east side of the site adjacent to Blackburn Road, with a pedestrian and cycle link provided at the north east corner. Peripheral landscaping has been bolstered and a landscape strategy provided. Blocks O and L have been redesigned to include backlit Reglit panels with signage to provide a more distinctive entrance feature and the option of a green panel finish has been offered.

APPLICANT'S CASE

11. The applicant has set out that the development proposal would deliver:
 - A sustainable and policy compliant employment use at the Great Knowley allocation (EP1.1)

- New employment units, providing floorspace, across a range of sizes and Use
- Classes E(g), B2 and B8 to provide accommodation for new start-up firms, expanding and relocating businesses, available on flexible leases
- The scale of units complements the larger units being developed at Botany Bay Business Park to provide a comprehensive offer
- Potential employment opportunities for 343 FTE people
- Potential employment value of £12.2 million per annum
- Business rates support to the Council of £1.93 million per annum
- Potential temporary construction jobs for 294 FTE people over 2 years
- Potential temporary construction jobs value of £11.84 million or £5.9 million per annum
- High-quality commercial buildings, including feature Reglit glazing to entrance units and green roof to Block A units
- Retention of boundary planting and additional landscaping to the canal side with building set back from the canal
- New priority access off A674 for all vehicles
- Parking on site for up to 346 vehicles including DDA compliant spaces, options for EV charging and cycle parking provision
- New cycle and pedestrian access off Blackburn Road
- Developer contributions to a range of offsite highway improvements in combination with Botany Bay Business Park development that will mitigate impacts of the development and provide headroom to accommodate further employment development at Gale Moss and housing on the residual allocation at Great Knowley.

REPRESENTATIONS

12. Representations in objection have been received from the occupiers of 122 addresses.

These raise the following issues:

- The development would result in such a level of vehicle movements that there would be an adverse impact on highway safety and capacity on an already congested highway network.
- Limited public transport and low frequency bus service.
- Loss of green fields / green space.
- The proposed development is excessive in scale.
- The development would be harmful to the appearance of the site and character of the area.
- Lack of adequate screening and landscaping.
- If the houses are not built then other land will need to be found to accommodate the housing that is needed in the area.
- Loss of light to nearby houses.
- Questionable demand for the proposed units.
- Loss of wildlife and habitat.
- Access to the site for construction should not be from Blackburn Road.
- The development will diminish property values in the area.
- Noise and light pollution.
- Air pollution.
- The developer has carried out work without consent already.
- The development does not enhance the nearby heritage assets or canal side location.
- The site is a habitat for Lapwings and other birds.
- Impact on the River Chor.
- The development would not achieve a high standard of design and the impact would not be mitigated.
- The development would result in visual harm to the landscape.
- Impact on privacy of nearby residents.
- Flooding from surface water run off.
- Hours of operation must be controlled.

CONSULTATIONS

13. **Growth Lancashire:** The proposed scheme, as presented, would not cause any significant degree of harm to the significance of Canal Mill. Similarly there would be no measurable degree of harm to the significance of the portion of the canal which adjoins the site.
14. **Environment Agency:** No comments received.
15. **Greater Manchester Ecology Unit:** The site surveys found that site does support some species of conservation concern, such as common toad and lapwings, as well as other breeding birds, foraging bats and common amphibian species. Water voles are also known to be present in the adjacent canal, albeit not in the stretch immediately adjacent to development site. A number of protection measures have been recommended to ensure construction activities do not cause harm to these species, the retained habitats and the adjacent canal. They advise that these be incorporated into a construction environmental management plan for biodiversity.
16. **Regulatory Services - Environmental Health:** No objections with conditions recommended.
17. **Waste & Contaminated Land:** Have no objections.
18. **Lancashire County Council Highway Services:** With consideration to all the additional information provided, I consider that the proposal can be made acceptable, if suitably controlled through planning conditions, whether highway related (attached to these comments) or those related to the site (highlighted within these comments), together with S106 obligations.
19. The highway network impacted on by this development is complex, with uncertainty on future traffic flow and resulting congestion, especially at and on approaches to the Hartwood Hall roundabout, Hospital roundabout and M61. The development, with mitigation and phasing of development linked to parking, will ensure that the local network and junctions highlighted do operate within junction limits and satisfy the needs of cyclists, pedestrians and public transport at all stages.
20. There are a number of internal layout issues highlighted, whilst these are beyond the power of the Highway Authority, I have suggested how these can be satisfactorily dealt with.
21. All matters have been resolved to the LHA's satisfaction with the exclusion of the level of Public Transport service obligation. With this, it is suggested that this application is considered at planning committee with delegated powers provided to LPA officers to work with the LHA to agree with the applicant the level/type of obligation to be included in the S106 agreement.
22. **Lancashire County Council Public Rights Of Way:** General advice provided.
23. **Lead Local Flood Authority:** No objection subject to conditions.
24. **United Utilities:** No comments received.
25. **Canal & River Trust:** Advise that the layout should be amended to provide a meaningful landscape buffer to the canal corridor and that suitably worded conditions are necessary to address these matters.
26. **National Highways:** Have no objection to this application, but formally recommends to Chorley Council that conditions be added to any grant of planning approval so 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 and the integrity of the highway asset.

27. **Whittle le Woods Parish Council:** Object to this application due to traffic implications and the impact upon the local neighbourhood. A full traffic survey needs to be carried out, plus the impact upon local residents needs to be properly assessed as there will be a major visual impact upon the area.

PLANNING CONSIDERATIONS

Principle of development

28. The National Planning Policy Framework (the Framework) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
29. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a. an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
30. At the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).
31. For decision-taking this means:
approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
32. Paragraph 81 of the Framework covers Building a Strong Competitive Economy and states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
33. It is noted that policy 1(b) of the Central Lancashire Core Strategy, seeks to encourage growth and investment in the key service centre of Chorley Town focussing on the

regeneration of the Town Centre*(as defined by Policy 11) but with some greenfield development.

34. The Chorley Local Plan 2012-2026 allocates specific sites for development or protection in accordance with the policies and general locations for development as set out in the Central Lancashire Core Strategy 2012. The Local Plan meets Chorley's development needs to 2026 and includes policies to either protect sites or guide the way they are developed.
35. The application site is located within the settlement boundary of Chorley, as defined by policy V2 of the Local Plan. Within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and the other policies and proposals within the Plan.
36. The application site forms part of an area of land allocated for development through Policies EP1.1/HS1.8 and EP2 including for industrial uses. Policy EP1.1 highlights light industrial and general industrial uses as the preferred mix of employment uses, which should be delivered across 14.1 hectares of the allocation, which has a total area of 23.7 hectares. Core Strategy policy 9 identifies the potential for economic growth within the area and the opportunity to provide enough jobs and services if employment land is made available. The Core Strategy sets out the amount of economic land required within the B Use Classes (B1 Business; B2 General Industrial and B8 Storage or Distribution) over the period to 2026.
37. Core Strategy policy 9 (d) i allocates Botany Bay/Great Knowley, within which the application site forms part, as an employment site for sub regionally significant development. The Core Strategy states that Botany Bay/Great Knowley is a large greenfield site adjoining the Leeds and Liverpool Canal in close proximity to Junction 8 of the M61 and is ranked as a "Good Urban" site in the Employment Land Review. As such the development of allocation EP1.1 is required in order to support the jobs and services envisaged by the Core Strategy.
38. It is noted that the allocation is mixed and also makes provision for residential development under policy HS1.8. Therefore, in order to support the specific role of this sub-regional employment and mixed use site policy EP2 sets out a specific approach to development of this allocation. It makes provision for employment use as set out above, approximately 200 residential units, in addition to restaurants and cafes and drinking establishments, water based leisure/recreation uses, such as marina adjacent to the canal, and a pedestrian and cycle route adjacent to the canal with connectivity to the existing canal towpath. This is wide ranging and, therefore, provides the scope and flexibility for a number of approaches to the development of the land.
39. In seeking to guide the development of the allocation to deliver the priorities set out above policy EP2 requires that development be subject to the following:
 - a) Comprehensive development of the site is demonstrated through a masterplan;
 - b) The implementation of development in accordance with an agreed design code;
 - c) A phasing and infrastructure delivery schedule for the area; and
 - d) An agreed programme of implementation in accordance with the masterplan.
40. In consideration of the comprehensive development of the site it must be noted that the key sites at Botany Bay Business Park (and Mill) and the application site, should ensure comprehensive delivery of development over a significant part of the allocated area. Moreover, the Business Park at the mill is already under development and The Hill site would add to this phased delivery. The area of allocation EP1.1 that is covered by the current application is the only part of the allocated land that could be accessed from the A674 Millennium Way, which is the most appropriate point of access for an employment development. As a result the delivery of the necessary employment development would be secured, whereas the previously approved housing on this part of the site would have compromised this aspect of the allocation.

41. No design code has been formally developed or adopted. There is compatibility between the proposed developments at Botany Bay Business Park / Mill and Botany Bay Hill as they are being implemented by the same developer and for similar employment uses with a consistent design philosophy. The applicant has recognised the requirement for a different design response to this part of the allocated land through the use of development platforms and a different scale and finish to the units.
42. The planning permission for Botany Bay Business Park requires phasing, linked to delivery of highways and transportation and mitigation, to be agreed with the Council. This process is currently ongoing and being agreed as to specific elements through extensive consultation with Lancashire County Council Highway Services and National Highways. This has involved modelling the proposed and committed developments, including the business park adjacent to the mill and the remaining houses in addition to the current proposal. The necessary infrastructure improvements have been incorporated into legal agreements and secured via planning conditions attached to the previous consent, with a similar approach recommended in this instance. This demonstrates that the necessary infrastructure schedule for the area and its delivery have been considered and secured on a comprehensive basis to support the type and quantum of development that will be delivered.
43. In relation to the agreed programme of implementation in accordance with the masterplan this requirement is superseded to some extent given the point in the current Local Plan period and the fact that large parts of the allocations covered by policy EP2 have planning permission and are being constructed. These have been consented and developed without a masterplan having been formally adopted or approved and the development situation has not changed in that site EP1.3 is still allocated for employment and would gain policy support if the landowner reapplied for such use, and the middle area of EP1.1 still has outline consent for housing compliant with policy HS1.8. Indeed, the masterplan has developed, through the evolution of the Botany Bay Business Park now under-construction to a more compliant mix of uses, removing the factory outlet retail scheme, and the proposed Botany Bay Hill application under consideration is for employment use aligned with the planned mix of employment and housing uses at EP1.1 / HS1.8.
44. In the absence of a formally adopted or approved masterplan the applicant has demonstrated that the consented developments and proposed development would not fetter the ability to deliver the identified mixture of development across the allocations, with the primary focus being employment development and housing.
45. The preferred mix between employment uses identified by policy EP1.1, including B2 Use Class (General Industrial), was intended to ensure that the main employment sites did not simply deliver offices, which are a main town centre use, and included units/floorspace for general industry (Use Class B2). This is what has occurred at Botany Bay Business Park, which is a modern employment park designed to offer flexibility of use between light industry, general industry and warehousing. This is also the case with the proposed development, though with a larger number of smaller units to offer support to a wider range of businesses and in particular smaller start up businesses. The inclusion of storage use provides a greater degree of flexibility to the development, which would support its viability and would provide a complementary mix of uses all within the employment category of development identified by Core Strategy policy 10.
46. Although the application site would no longer be brought forward for residential there is still scope on the wider EP1.1/HS.1.8 allocation to the south of the application site to deliver the 200 dwellings identified by policy HS.1.8. The site of the outline permission for 100 homes would remain in addition to a residual area of land to its south in the allocation that could accommodate at least 100 homes with open space, landscaping and ancillary uses as a comprehensive proposal. Indeed, it is also noted that the total allocation is 23.7 hectares in area with 14.1 hectares identified for employment development in policy EP1.1. The proposed development would take up an area of approximately 7 hectares, leaving approximately 16.7 hectares of available land, 7.1 hectares of which should be delivered as employment land in accordance with policy EP1.1. This demonstrates that more than

enough available land within the allocation would remain to deliver the anticipated housing (which is anticipated to be 9.6 hectares in area), with scope to deliver further employment development as envisaged by the Local Plan.

47. Restaurants and cafes and drinking establishments have already been approved as part of Botany Bay Business Park and are under development. There is scope to deliver further such uses within the remaining allocation and the opportunity to do so would not be undermined by the proposed development.
48. No proposals for water based leisure/recreation uses such as a marina adjacent to the canal have been forthcoming over the plan period. These can only be delivered where there is market demand and a landowner / developer willing to accept the significant risk of undertaking such an enterprise and operation.
49. Existing pedestrian and cycling routes linked to the canal towpath on the western side of the canal would be retained and access to them through public rights of way would be maintained. The proposed development would neither directly deliver improvements on this route nor would it present any obstacle. Connectivity through the site from Blackburn Road for cyclists would, however, be enabled creating a connection not currently available by the PROW to the south of the site, which is unmade. It is also proposed to facilitate access to the land where the public right of way runs to that improved connectivity can be made with the site.
50. In consideration of the factors set out above the proposed development would clearly contribute to the strategic aim of achieving economic growth and employment set out in policy 9 of the Core Strategy, would deliver a proportion of the employment land required by policy EP1.1 of the Chorley Local Plan 2012-2026 and would not conflict with the spectrum of development envisaged by policy EP2 of the Chorley Local Plan. As a result the proposed development is considered to be in line with the principles of the development plan when taken as a whole.

Matters of detail

51. The Chorley Local Plan 2012-2026 policy EP3 provides guidance for the development of new business, industrial and storage development. This policy sets out a number of criteria to be satisfied by such proposals. The most relevant criteria to this proposal are set out and assessed as follows:
 - a. *they are of a scale and character that is commensurate with the size of the settlement;*
52. The proposed development comprises three platforms of development set out in rows of buildings that form a fairly dense development pattern. The density of the development makes an efficient use of the allocation, which enables an optimum level of economic benefit to be realised. The buildings themselves are largely linear in form and range in height from approximately 8m adjacent to Blackburn Road up to approximately 14m adjacent to Millennium Way. These building heights correspond with a change in levels so that those of greatest height are sited at the lower land level and those of lesser height at the higher land level. The scale of development is commensurate with the available area of the application site and is of a reduced scale in comparison to the nearby development at Botany Bay Mill, which is a suitable approach given the relatively elevated position of the application site. The design and character of the development is of a modern functional style typical of modern industrial developments. This is an appropriate design response to the site and its surroundings given the allocation for employment development, significant level of development envisaged by the Local Plan allocation as a sub-regional employment site and the location of the site close to a motorway junction.
53. Due to the difference in site levels the nearest buildings to Blackburn Road at Blocks A and B would be visible from the public highway, although they would not be imposing by virtue of the lower finished floor level relative to the highway and dwellings beyond. These blocks

would have 'green' roofs and their scale when viewed from the highway would be limited. The option of facing the buildings in green has been put forward by the applicant and would help the development to blend into the hillside. The visual and landscape impacts of the development and its effect on the character of the area are discussed later in the report.

b) the site is planned and laid out on a comprehensive basis;

54. The site would be developed on a comprehensive basis accounting for access, parking and servicing requirements, landscaping and site constraints, whilst balancing this with an effective and efficient use of the allocation. Future opportunities to link the site with land to the south are identified on the proposed site plan, which considers the comprehensive development of land within the allocation, beyond the application site.

c) the site will not prejudice future, or current economic activities within nearby areas;

55. There is no evidence to suggest that the proposed development would prejudice future, or current economic activities within nearby areas and the site is allocated for the use proposed, therefore, the development seeks to fulfil the planned development for the area. Future opportunities to link the site with land to the south are identified on the proposed site plan, which considers the comprehensive development of land within the allocation, beyond the application site.

d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;

56. It is noted that there are currently a range of noise generating sources around the site, most notably traffic passing along the M61 motorway to the west and along Blackburn Road to the east. The nearest residential properties to the site are on Blackburn Road and are positioned approximately 22-23m away from the site boundary and 31-36m from closest proposed buildings.
57. A noise report has been submitted in support of the proposed development, which has been considered by the Council's Environmental Health Officer (EHO). The noise assessment has been carried out to determine the potential impact of the operation of the commercial units on existing local residents based on the results of a baseline sound level survey and sound propagation modelling carried out in accordance with current guidance and best practice.
58. The proposed development comprises of the construction of light industry (Class E), general industry (Class B2) and warehousing (Class B8). The site is bordered by the A764 and in close proximity to the M61, located west of the development.
59. The assessment has considered the potential noise impact of HGV movements and loading/unloading activities, as well as staff car park use, during daytime and night-time periods.
60. The assessment concludes that, during both the daytime and night-time, operation of the proposed development will not result in significant adverse noise impacts at existing or residential dwellings. This is primarily due to the existing high ambient and background sound levels due to road traffic on the M61 Motorway to the west.
61. The EHO accepts that the impact of the proposal is unlikely to have a detrimental impact on existing residential properties for daytime use due to the high background noise levels from the adjacent M61. The noise assessment suggests that noise from night time use at existing residential properties is likely to have a low impact. The Council's EHO is not in agreement with this conclusion and is of the opinion that noise from the site operating at night has the potential to cause a loss of amenity to nearby residential occupiers in addition to any new housing development that may take place to the south in future. Noise from the motorway will significantly reduce during night time hours. In addition, noise from the proposed use is likely to include engine noise from HGV's and other vehicles larger than cars, reversing alarms, roller shutter door noise, along with bangs and clangs from trolleys or pump trucks. These noise sources are inherently difficult to mitigate against. Such noise would be more

noticeable at night time when background noise levels are reduced, and by their nature and unpredictability can cause disturbance to sleep.

62. As such due to the close proximity of existing and planned dwellings it is considered that use / operation of the site activities during night time hours would be inadvisable due to the potential for noise to cause loss of amenity to residential occupiers. In order to address the potential impact on the amenity of the occupiers of the nearest residential properties it is recommended that conditions are attached to any grant of planning permission limiting the hours of operation at the site, delivery and waste collection times and in relation to the use of plant and machinery.
63. There are no specific details provided in terms of the proposed lighting for the development. Given the proximity and orientation of the development relative to the nearby residential properties there is some potential for disturbance from light, although it is acknowledged that the site is at a lower level to Blackburn Road and that Blackburn Road benefits from street lighting. It is, therefore, recommended that any external lighting scheme for the development is required by condition for consideration by the local planning authority in consultation with the EHO.
64. An assessment was carried out to determine the existing air quality conditions and the likely changes in air quality as a result of the proposed development and other developments during construction and operation at the time of the application for development at the Canal Mill site. The data was built upon the Transportation Assessment and identified that the site is not located within or in the vicinity of an Air Quality Management Area (AQMA). The demolition and construction works do have the potential to produce dust and other fine particles, which may cause an air quality nuisance. However, with the application of appropriate mitigation measures, such as damping down the site and ensuring that trucks carrying loose materials are properly covered, the residual effects would be 'negligible'.
65. The modelling works conducted for the proposal indicated that pollutant levels across the site were below the relevant air quality standards. The location was, therefore, considered suitable for the proposed uses without the incorporation of mitigation measures. The assessment also concluded that impacts on pollutant levels as a result of operational phase vehicle exhaust emissions were not predicted to be significant at any sensitive location in the vicinity of the site. Based on the assessment results, air quality impacts are not considered to be significant or present a constraint to the proposed development.
66. A Construction - Health, Safety & Environmental Plan has been submitted in support of the application which sets out how the development is to be managed, arrangements for dealing with on site risks and details of those responsible for managing the construction activities. This document would support the responsible development of the site minimising the disruptions that would inevitably occur through the construction phase. It is recommended that the implementation of the Construction - Health, Safety & Environmental Plan is secured by condition.

e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;
67. It is proposed that vehicular access would be taken via the construction of a new vehicular and pedestrian access to Millennium Way. This distributor road provides direct access to the national motorway network, at junction 8 of the M61. The acceptability of the highway impacts have been assessed by both Lancashire County Council and National Highways and are set out in detail later in the report.

f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;
68. The closest existing bus stops are to the east of the site, on Blackburn Road. These stops are immediately adjacent to the site and provide access to hourly services, linking Chorley to wider Lancashire. Pedestrian and cycle access would be constructed to the north east

corner of the site providing access to Blackburn Road and the associated bus stops, which is an essential element of the proposal. The bus service provision is not, however, considered sufficient to support future employee's needs, whilst the existing infrastructure provision is not conducive to supporting the use of public transport.

69. The supporting infrastructure needs to be upgraded through improved stops (DDA compliant), upgraded shelters and upgraded lay-bys, and be delivered prior to any unit being occupied through the S278 process. The current service needs to be improved to satisfy employees needs in terms of frequency, times of day/week and destinations considered. As a minimum, funding is required by way of a planning obligations (s106 Planning Contributions)' to secure these service improvements. Without this funding it is considered that there is insufficient sustainable provision to the site and must, therefore, be secured.
70. The pedestrian and cycle networks in the vicinity of the site are relatively good and provide opportunities for encouraging sustainable access to the site. The proposal includes links to these networks and are expanded upon further in the highway section of the report.

g) open storage areas should be designed to minimise visual intrusion;

71. No open storage areas are proposed and is it recommended that outdoor storage be restricted by condition.

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

72. It is not considered that the proposed development would result in any particularly unsightly elements, in the context of a major industrial scheme. Outdoor storage would be restricted and the outdoor areas would be used for parking, manoeuvring and servicing. No fencing details have been provided at this stage, however, it is anticipated that based on the proposed layout plan and landscape strategy plan fencing can be positioned around the site that would either be within the landscaping buffers or on the inside of the site with the landscaping on the external side so that the visibility of any fencing is reduced. It is important that the fencing should comprise paladin type fencing in a green or black pantone in order to reduce its prominence. It is recommended that a condition be attached to any grant of planning permission requiring a detailed fencing scheme to be submitted and it is considered that a suitable scheme can be agreed. It is also noted that the site would be set at a lower level relative to Blackburn Road of between 2m and 6m below the street level. This would reduce the visibility of the development from the east side of the site, whilst the site would be clearly visible from the west. Parts of the retaining structures may be visible from the west and, therefore, it would be important to ensure an appropriate material finish to these retaining structures. It is, therefore, recommended that a condition be attached to any grant of planning permission requiring final details of the appearance and finish of the retaining walls.

i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;

73. The application site adjoins a residential area to the east, whilst there is open countryside to the north, south and west, albeit some of this land is allocated for development or is under development. All four site boundaries have existing levels of tree and hedgerow cover, the strongest existing cover being to the north. The development area has been designed to retain so far as practicable the boundary vegetation with only one tree lost on the northern boundary. This maintains landscape value at the edge and has an important role in habitat retention and connectivity.

74. For residents the overwhelming concern is how landscaping can be used to screen development effectively along Blackburn Road to the east. This has been revisited during the assessment of the application and revised so that once the retaining wall is built to the rear of the upper terrace, a planting buffer zone with variable depths between 5.7m to 11m,

as illustrated on the proposed sections, will be created. This would provide an effective planting buffer along this most sensitive boundary would permit the growth of a hedgerow for height in addition to a depth of vegetation to provide density of cover in order to remain effective during winter periods.

75. A planting schedule of native species combining their habitat value with their landscape value have been set out in the landscape strategy plan and would provide year round screening. A mix of tree, hedge and shrub standards would be used to infill existing gaps at the boundary and then form a depth of foliage and vegetation cover to mature. Timing of such planting is important to bring maturity. Illustrate of the existing cover, Year 1 planting and potential Year 5 cover to indicate the design intent have been provided by the applicant and would appear to provide an appropriate response.
76. Phasing of the development would see the site preparation and levels, including retaining wall to the upper terrace completed in first 12-18 months. This means landscaping to Blackburn Road could commence in the first planting season in Year 2 and allow several years of growth before the buildings on the upper terrace are complete from Year 4 onwards. The details suggest that by the time the built development reaches the Blackburn Road boundary the landscape would have matured sufficiently to screen the buildings from view which is represented in the Year 5 view.
77. There would be structure planting to the west to provide a substantial buffer along the canal side, whilst to the south existing planting would also be bolstered by structural planting. Some additional planting and landscaping would be provided within the site and on the access roads, however, these areas would be less visible to the public and from outside the site.
78. The overall landscaping scheme is considered to be a suitable solution in the context of the site and available space, whilst enabling the most efficient use of the land. Landscaping is concentrated to the perimeter areas, as required by policy EP3, which would provide some softening of the development, particularly when in close proximity to the site edge along public rights of way and adjacent highways, however, longer range views to the west are unlikely to be screened or filtered to any significant extent given the change in levels.
 - j) *the development makes safe and convenient access provision for people with disabilities;*
79. DDA access would be provided at all units in line with building regulations, whilst there would be disabled parking bays scattered throughout the site. The access that would be developed between the site and Blackburn Road would comprise a ramp and footway, whilst it is recommended that off site improvements include the upgrading of improved bus stops to make them DDA compliant.
 - k) *the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;*
80. The development would need to be carried out in line with the most up to date UK Building Regulations.
 - l) *the proposal will not result in surface water, drainage or sewerage related pollution problems; and*
81. The applicant has submitted a Flood Risk Assessment and Drainage Strategy in support of the proposed development. This has been assessed by the Lead Local Flood Authority (Lancashire County Council) and is covered in more detail below.
 - m) *the proposal incorporates measures which help to prevent crime and promote community safety.*

82. It would be possible to secure the site to all sides, through strategic landscaping and new security measures including fencing. Security fencing would be installed to the more vulnerable boundaries, whilst planting would be maintained at appropriate heights and spread to minimise opportunities for anti-social behaviour.

Impact on designated heritage assets

83. A Heritage Assessment has been submitted as part of the application submission. The site does not contain any designated heritage assets, however, the recently listed Canal Mill (Grade 2) lies to the south west of the site (reference 1486963) and, therefore, consideration has to be given to the likely impact on its setting.

84. The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. Local Planning Authorities should, in coming to decisions, consider the principle Act, which states the following;

Listed Buildings – Section 66(1)

85. In considering whether to grant planning permission for development, which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

86. Paragraph 197 of the Framework states in determining planning applications Local Planning Authorities should take account of;

- a. The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. The desirability of new development making a positive contribution to local character and distinctiveness.

87. Paragraph 199 states that when considering the impact of proposals on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be applied. This is irrespective of whether any harm is identified as being substantial, total loss or less than substantial harm to its significance.

88. The relevant application documents have been reviewed by the Council's heritage advisor who has also carried out a site visit.

89. The key heritage issue for the Local Planning Authority to consider is:

1. Whether the proposed development will harm the significance (through development within its setting) of any designated or non-designated heritage assets.

90. The proposal is for mixed employment space containing a mix of unit sizes and uses. The whole site would be accessed via a single access road off the A674. It is noted that the site is part of an allocated employment site in the adopted Local Plan and has been subject to previous applications/permissions.

91. Canal Mill was designated on the 11 October 2023 as a Grade 2 Listed Building. Clearly this is a material change in circumstances since the application was submitted and validated in December 2022.

92. The significance of Canal Mill is identified in the listing description/designation report. The building dates from 1855 and is a significant landmark building, standing to the west of the Lancaster Canal at Botany Bay and facing onto the M61 motorway. The building itself is 5 storeys with 20 by 7 bays, constructed from brick with sandstone detailing. The mills original form survives and it is a relatively good example of a large Lancashire cotton spinning mill.

93. In relation to setting, Historic England's advice is contained in its Planning Note 3 (second edition) entitled The Setting of Heritage Assets. This describes the setting as being the surroundings in which a heritage asset is experienced and explains that this may be more extensive than its immediate curtilage and need not be confined to areas, which have public access. Whilst setting is often expressed by reference to visual considerations, it is also influenced by the historic relationships between buildings and places and how views allow the significance of the asset to be appreciated.
94. Given the buildings large size it can be appreciated from a wide area. The building is highly prominent from off the immediate road network including the M61. To the east, off Blackburn Road, the former mill is seen in the context of a wide vista which includes the canal. New commercial development (on the allocated employment site) already lies to the north. It must be acknowledged, however, that this is largely an altered and modern setting.
95. The most notable and significant (historic) views are perhaps from the canal towpath, which is sunken below road level. Here the Mill can be appreciated in a long linear view looking southwards. Whilst there is some considerable distance between the site and the listed building these views positively contribute to the significance of the building.
96. In this context, the development of the site will further add to the visual intrusion caused by modern development in the wider long vistas of the listed Mill. However, given the significance of the mill is largely contained in the architectural form of the building itself and noting the much changed setting, it is considered that any harm (to its significance) is very limited and is of little or no consequence in relation to its overall architectural and historic significance.
97. It is noted that comments have been received from the Canals and Rivers Trust in relation to the impact on the character and appearance of the canal corridor. Whilst there would be some impact it is noted that the character of the canal network is much varied and passes through both urban and rural environments. This part of the historic context and the setting of the network is always evolving.
98. Given the wide definition given to non-designated heritage assets (NDHA) the canal can be considered to be a NDHA and, therefore, the Local Planning Authority should consider the concern under paragraph 203 of the Framework.
99. The Governments guidance identifies NDHA's as being buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions.
100. Paragraph 203 makes reference to the Local Planning Authority's need to consider the effect of an application on the significance of a NDHA when determining an application. In carrying out its planning balance they should have regard to the scale of any harm or loss and the significance of the heritage asset.
101. In this respect Paragraph 203 requires the Local Planning Authority to consider two aspects; firstly the scale of harm or loss and secondly the importance of the NDHA. In this instance the application has no direct impact on the canal itself and any harm (if there is any) relates to its setting alone. Whilst the new development would be visible from the short section of canal that adjoins the site any visible harm (and impact on significance) would be negligible. Given the low value attributed to NDHA's it is not considered that there would be any discernible harm to the heritage value of the canal.
102. It may be possible to limit or mitigate any visual (landscape) harm along the canal by providing landscaping along that western edge of the development to better contain or filter any views of the new buildings. Indeed, this is proposed through structure planting along the western boundary of the site as set out in the landscape strategy.
103. Notwithstanding this, unlike in the case of designated assets Local Planning Authorities are only required to carry out a simple weighing exercise of those material matters with the

planning proposal and that any impact (which carries no statutory duty on behalf of the Local Planning Authority) should be considered against the merits of the application as a whole including the new development and including any other benefits or effects of the scheme.

104. The Framework at paragraph 199 states that great weight should be given to the conservation of heritage assets regardless of the level of harm. Overall, it is considered that the proposed scheme, as presented, would not cause any significant degree of harm to the significance of Canal Mill. Similarly, there would be no measurable degree of harm to the significance of the portion of the canal that adjoins the site. As such, the application meets the objectives of Chapter 16 of the Framework and is in compliance with policy BNE8 of the Chorley Local Plan and policy 16 of the Central Lancashire Core Strategy.

Impact on character and appearance of the locality

105. The application site is currently open agricultural land that slopes from the east at Blackburn Road down to the west adjacent to the Leeds and Liverpool canal and Millenium Way. The site is currently visible from a number of vantage points and is located in an area that is evolving following the allocation of large areas of land for employment and residential land uses. The land adjacent to Canal Mill is already under development as an industrial business park and a number of industrial units have already been erected. The application site occupies a more elevated position to the Canal Mill site and has a different visual dimension. It is noted that to the east is a residential area of suburban character, whilst the north and south of the site the land is currently free from development.

106. The proposed development would involve the construction of a series of three building platforms or terraces, the uppermost closest to Blackburn Road being set variously between 2m and 6m below the street level. The lowest point is to the north west corner of the site at the position of the proposed cycle / footpath access with no buildings adjacent.

107. Combining the change in levels and the siting of the smallest scale units adjacent to the site boundary – Blocks A, B and H/I – the potential visible rear elevations of the buildings reduces to a range between 2.4m and 3.1m.

108. The middle and lower terraces of the site then step down by between 5m to 6.25m between upper and mid terraces, and around 4m between mid and lower terrace. This step allows the larger units on the lower levels to be embedded into the profile of the hillside and results in the buildings receding out of view from Blackburn Road with views taken over and above to the distance.

109. The proposed units themselves would be set out in a linear pattern running north to south. They would be of a modern industrial shed style of design. Blocks A and B on the upper terrace to the east of the site would have flat roofs with a slight pitch. This is in order to accommodate green roofs, which has been conceived to provide a softer outlook from Blackburn Road and as part of wider ecological mitigation measures for biodiversity. The applicant has submitted two concept finishes in grey and green for consideration. The eventual finish has not been confirmed at this stage and, therefore, it is recommended that these details be confirmed by condition. It may be that a mix of colour finishes is considered appropriate dependant on the position within the site and visibility of the units.

110. Blocks O and L would be positioned either side of the site entrance from Millenium Way and would be most visible from this highway. It is proposed that these two units include backlit Reglit panels with signage, which would provide distinctive entrance feature and sense of arrival to the business park. Landscaping in this part of the site would be more formal to reflect the business park aesthetic, whilst softening the entry to the site. The majority of the landscaping proposed would be to the periphery and would have a more natural appearance, designed to filter views of the development from outside. This is an appropriate approach to the landscaping of the development.

111. The development itself would take up the majority of the site area resulting in a relatively high density of buildings with limited internal landscaping. It is imperative that the proposed development makes an efficient use of the land, however, in order to maximise the

economic benefits of developing out the allocation, whilst developing the site efficiently at such density would reduce the pressure on releasing alternative land for similar such development. The internal layout of the site would not be visually prominent and as required by policy EP3 it is the periphery of the site around which landscaping should be concentrated, as has been proposed. The proposed landscaping would help to soften the development to some extent, however, the modern industrial nature and appearance of the development could not be disguised. The site is allocated for employment development in the Chorley Local Plan 2012-2026 and, therefore, any development of the site would be anticipated to incorporate sizeable modern units. The development is typical of a modern industrial development, though it does provide for a range of unit types and different scales of building, particularly in relation to start up businesses.

112. A landscape and visual impact assessment has been submitted in support of application, which has been reviewed by the Council's Landscape Officer. The Landscape Officer confirms that the landscape and visual appraisal report has been prepared in accordance with the latest guidance on landscape and visual impact assessment (GLVIA 3 2013) and it is generally considered that the LVA study area, viewpoints selected, and methodology are appropriate and representative to the location, the scale of the proposal and the purpose of an LVIA when produced outside of the context of an EIA.
113. The report considers that in relation to landscape value and given that the site is not designated for its landscape value at any level, the site is considered to have a low landscape value overall. The landscape features within the site are of mixed quality and condition with some degraded features. It is considered that the site contains locally important features that contribute to the overall character of the published Landscape Character Area, however there are opportunities for restoration of the landscape, for example through management of the existing characteristic hedgerow/trees.
114. The report goes on to conclude that;
- "The wider rural fringe landscape to the immediate north and east of the site forms a pastoral settlement edge plain landscape of medium to large scale fields with scattered stands of remnant hedgerow vegetation and stands of shelter belt tree cover and drainage channels. The wider surrounding settlement of Chorley forms an undulating developed backdrop to the far west of the Site, with the residential area of Great Knowley rising to the far east forming a further settled context.*
- The Site is contiguous with existing built form and a network of tree lined highways. The character of the Site is markedly influenced by the proximity to adjacent development. The arrangement of surrounding highways and the adjacent canal segregates the Site from the wider rural landscape of large-scale pastoral fields north and south east of the site with the proposals being located physically and visually within the developed portion of the settlement fringe."*
115. The report describes how the landscape character of the application site and surrounding area is heavily influenced by proximity to adjacent development and highways infrastructure and is strongly associated with the developed portion of the urban/rural fringe. In this context the report concludes that there would be a neutral landscape effect on the County Level Landscape Character Type: Industrial Foothills and Valleys. At the site level an initial adverse landscape effect is described which would decrease to neutral over time as the proposed mitigation planting matures. The Council's Landscape Officer considers that the appraisal reaches reasonable conclusions in respect of landscape character.
116. The report identifies the most sensitive receptors to on-site development that are likely to experience the most prominent effects as a result of the proposals as being:
- Residents and vehicle users along Blackburn Road (viewpoints 5,6 & 7)
 - Users of PROW 26 (viewpoints 4 & 5)
 - Users of canal towpath (viewpoints 2 & 3)

117. The report concludes that these receptors would be subject to residual permanent adverse visual effects. The Landscape Officer considers that the appraisal reaches reasonable conclusions in respect of the visual effects. However, it must be considered that the site would be developed in the context of an industrial business park development that is under construction and is of significant scale. There are also large sheds nestled amongst tree cover in the wider Chorley townscape to the west of the M61 motorway, whilst there is also the existing Canal Mill building and nearby highways infrastructure (including the M61 and A674 corridors), presenting established features of the urbanised settlement fringe local to the site.
118. The development has been designed to respond to the site levels and reduce the impact of views from Blackburn Road through the use of development platforms that are of lower levels to the highway. Peripheral landscaping is also proposed that would supplement existing landscape features. Notwithstanding this, the site plan and sections indicated that Block A was located very close to Blackburn Road with little space for mitigation planting. This block was also identified by the Council's Landscape Officer as having the potential to be highly visually intrusive from the properties opposite. In order to reduce the impact of this particular block, a landscape buffer to the east has been increased in depth through amendments to the site layout, whilst the use of green facing materials has also been put forward. These amendments help to reduce the visual impact on Blackburn Road.
119. In summary the development would be of a commensurate scale in the context of the site area and the need to make effective use of the allocation. The layout of the development would undoubtedly impact on the surroundings and public vantage points resulting in some adverse effects, though would be of a scale to be expected of a significant employment development as planned for at this site through the allocation of the land within the Local Plan. The buildings would be of a functional modern design with some elements of interest but remaining suitably modest, whilst the use of a green finish would help the development to blend in with existing and proposed landscaping. The retention and bolstering of peripheral landscaping would soften the appearance of the development, though would not screen it in its entirety given the scale of the buildings.
120. Overall, the development would result in an acceptable appearance that would be reflective of the expectations for the site as set out in the Local Plan and would be of a standard of design expected of a modern employment site in meeting the needs of market, and in supporting job creation. The development would comply with policies EP3 and BNE1 of the Chorley Local Plan 2012-2026 in this respect.

Impact on neighbour amenity

121. The application site occupies a position immediately adjacent to Blackburn Road with dwellings at 138 to 176 Blackburn Road directly facing the site. The proposed development comprises a series of industrial units laid out in a broadly linear fashion parallel with the highway, that would be set variously between 2m and 6m below the street level. The dwellings lining Blackburn Road occupy a higher land level relative to Blackburn Road and are, therefore, further elevated above the level of the proposed development site. The dwellings at Blackburn Road are set approximately 22-23m away from the site boundary and would be 31-36m from nearest buildings that are proposed. The roofs of the proposed development would be visible from the dwellings at Blackburn Road, however, the degree of separation and levels difference are such that there would be no impact on light and a very limited impact on outlook as a result of the proposed development. As a result there would be no adverse impacts on the amenity of the occupiers of the dwellings on Blackburn Road as a result of the physical presence of the proposed buildings themselves.
122. It is noted that there is a detached dwelling to the north of the site at Little Knowley Farm. This would occupy a similar level to the proposed development, however, the curtilage to this property is approximately 38m from the site boundary, whilst the dwelling itself is approximately 62m away. This is a significant degree of separation, such that the proposed buildings themselves would have no adverse impact on the amenity of the occupiers of this dwelling.

123. It is considered that there would be no unacceptable adverse impacts on the amenity of any residential occupiers by virtue of the physical presence of the proposed development. Noise and disturbance impacts are considered earlier in the report. The development would comply with policies EP3 and BNE1 of the Chorley Local Plan 2012-2026 in this respect.

Impact on highway safety

124. Originally, four applications were submitted as part of the Great Knowley Masterplan in 2017:

- a. 17/00713/OUTMAJ – Employment (Planning Permission Expired)
- b. 17/00714/OUTMAJ – 188 Dwellings
- c. 17/00715/OUTMAJ – Retail
- d. 17/00716/OUTMAJ – 100 Dwellings

125. These applications were approved in 2019, with planning conditions securing highway mitigation at numerous locations on the highway, including the A6 / A674 Hartwood roundabout and M61 Junction 8 slips. Improvements on the highway network were identified using microsimulation (VISSIM) modelling, that assessed all the above applications.

126. Subsequently, an application was submitted in 2019:

- e. 19/01113/OUTMAJ – 233 Dwellings

127. This was a resubmission of application of b above, with an increased number of units. LCC Highways had no objection to this application, as the assessment of the original applications included a total of 350 dwellings.

128. In 2021, an application was submitted:

- f. 21/00439/FULMAJ – Business Park

129. This was a resubmission of application c above, for business park use rather than the originally approved retail. With this application, the proposed trips rates between the retail and employment were compared and the new proposals for employment resulted in increased trips (117) in the AM and reduced trips (286) in the PM. The VISSIM model was updated for this, and the model showed that the full mitigation package previously proposed was still required.

130. Following this, two applications for the Botany Bay Mill site were submitted:

- g. 22/01080/FULMAJ - Decked car park (163 space) with helipad and sports hall
- h. 23/00164/FULMAJ - Change of use of the Mill to storage with proposed offices

131. The current proposal (this application) seeks planning permission for 28,717 sqm of Employment units at the land between the A674 and Blackburn Road, which currently has planning permission for 233 dwellings (resubmission of application e above).

132. The comments below represent LCC Highways Development Control Teams' statutory response on the highway and transport aspects, based upon all information provided to date.

Comments on Specific Elements of the Transport Assessment (TA)

133. The remaining sections of these comments address the following matters:

- Section A - Access Strategy
- Section B - Comments on other elements within the TS
- Section C - Internal Site Layout, Parking Standards/Parking Provision and SUDS
- Section D - S278 Works
- Section E - Planning Obligations (s106 Planning Contributions)

(A) Access Strategy

134. The proposed site is shown on drawing 02-P10 Rev P4. The site is to be accessed from A674, in a similar location as the approved residential application, and includes right turn

storage provision (on the A674). The site access layout is shown on drawing 081885 CUR XX 00 D TP 75009 P10. The visibility splays for the access are shown on this drawing and should be protected by a suitably worded planning condition. Swept path analysis for all movements at the access, with a max artic HGV, are shown in drawing 081885 CUR XX 00 D TP 05001 Rev P08. The proposed access arrangements have been agreed in principle with LCC Highways and are subject to detailed design.

135. As part of the access strategy, the speed limit on the A674 is to be reduced to 40mph, and to extend to the A6. In addition, to support access to the strategic network, Botany Bay roundabout junction operational/capacity improvements are required, supported by swept path analysis and safety audits, in line with current design standards.

(B) Comments on other elements within the TA

B1) Traffic Figures and Traffic Forecasts

136. The presented trip rates are consistent with those accepted by LCC Highways for the Botany Bay Business Park application. In a meeting on 11th July 2023 between LCC Highways, National Highways and the Applicants' Transport Consultants, the distribution for this application site, the decked car park and offices at the Botany Bay Mill (applications g and h above) was agreed. Following the meeting, LCC Highways were provided with the agreed distribution and the difference in flows between the consented and proposed applications. This shows that across the network, the difference in flows vary during the peaks. At the Hartwood Hall and Hospital roundabouts, there is a net increase of 72 movements in the AM peak and decrease of 29 movements in the PM peak.

137. Therefore, the full package of mitigation as identified and secured as part of the previous applications, is still required. This application will also include, as a minimum, those same measures. It is suggested that a Grampian condition is imposed to ensure delivery of all measures from this developers Botany Bay Business Park application, currently being built out. With this, no development can be occupied until all mitigation is delivered. This to be controlled by a suitably worded planning condition.

B2) Accident Analysis

138. The TA presents accident analysis of the A674, M61 Junction 8 and Blackburn Road from data for the latest five-year accident record. Having reviewed the most up to date collision data records held on LCC's Highways system, I am satisfied that the influenced network with development and all mitigation delivered, will not result in residual safety issues, on the assumption that all measures are delivered in line with design standards and that all planning conditions as suggested by the Local Highway Authority (LHA) are imposed.

B3) Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way

139. With the close proximity of cycle routes and infrastructure to the site, the TA concludes that cycling is a highly realistic mode of travel for employees at the proposed development. This is disputed, as limited specific provision is available on the existing network and is offered from this proposal. This will result in car dependency to access the site.
140. Access for pedestrians and cyclists to and through the development is proposed from Blackburn Road in the form of a ramp to satisfy design guidance. The internal network for employment land use, including the ramp and footway linking Blackburn Road to the A674, will not be considered suitable for adoption and to be managed and maintained by the site management strategy. It is suggested that the LPA protects the delivery of the sustainable connection between Blackburn Road and A674 including the pedestrian/cycle ramp, prior to first occupation. The internal layout of the site for pedestrians and cyclists to and through the development is limiting. The applicant must ensure safety of users is not compromised. It is suggested that a safety audit and user audit is undertaken and any recommendations are taken forward and delivered in advance of the site being opened.

141. Highlighted within drawing 02-002 Rev N, three connections to the existing PROW (footpath FP0902026), south of the site, are proposed. These connections are welcomed, as they will provide sustainable connections on a desire line to the site. Whilst there is the offer to provide these connections on a desire line, there is a risk that, as it is on land beyond the applicants control, they may not be delivered.

B4) Public Transport Accessibility and Provision

142. The connection for pedestrians and cyclists to Blackburn Road improves the sites accessibility to public transport on Blackburn Road and Blackburn Brow. However, the existing bus service is hourly. For the scale of development, including the previous Botany Bay Business Park currently being built out, it is considered that the existing bus service should be improved. With this, as a minimum, funding is required and has been identified and detailed under the heading '(E) Planning Obligations (s106 Planning Contributions)' below. It is noted that as part of the Botany Business Park application, public transport contributions were removed on the premise that funding would be secured as further development comes forward.

143. As the LHA highlighted in the Botany Bay Business Park application comments, the existing public transport infrastructure is not conducive to support the use of public transport. For the two bus stops closest to this site (stop IDs 250011117 and 2500IMG2955), the supporting infrastructure needs to be upgraded including improved stops (DDA compliant), upgraded shelters and upgraded lay-bys, and be delivered prior to any unit being occupied, through the S278. These works are currently not shown on plan but should be protected by a suitably worded planning condition.

B5) Travel Plan

144. An Interim Travel Plan has been prepared and submitted at this stage. The Interim Travel Plan sets out various measures which aim to encourage sustainable travel, an approach to monitoring and review, and an Action Plan.

145. A Full Travel Plan and its implementation will be appropriate for this development proposal in due course. The Full Travel Plan when submitted will need to meet LCC's submission criteria and include:

- 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

146. For development of this scale LCC Highways would request a contribution of £8,000 (this is identical to the Botany Bay Business Park application, currently being built out) to enable LCC to provide a range of Travel Plan services for the wider site as outlined below:

Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.

Oversee the progression from the Interim Travel Plan to the Full Travel Plan/s in line with agreed timescales.

Monitor and support the development, implementation and review of the Full Travel Plan.

This will include reviewing:

- Annual surveys
- Progression of initiatives / actions plan

- Targets

147. If this application were to be approved the LHA have requested that a commitment is made by the developer to ensure suitable funding is made available to be used towards measures/initiatives that may be required if Travel Plan targets are not achieved (to be made available to the developers appointed travel plan coordinator). This funding would only be used if the targets are not met and that these funds are not passed to the LPA or the LHA. The Travel plan to also include surveys to capture any employees that park on street. This element can be conditioned in the Travel Plan. The site Travel Plan should link to phases that can be delivered.

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

148. The proposed site layout is shown in drawing 02-P10 Rev P4. LCC Highways consider the internal layout of the site to be poor. However, the internal roads of the site will not be considered for adoption. The residential permission to the south (ref: 17/00716/OUTMAJ) is proposed to be accessed through this site. LCC have been clear to the applicant, as presented, this layout is not suitable to be extended.

149. As presented, there is no supporting infrastructure to support safe access from the adopted highway to the previously approved residential site. LCC Highways would have safety concerns with that currently presented being extended to access the residential site to the south, as this current arrangement is only suitable for a small level of employment use.

150. Swept path analysis for the internal layout of the site is shown in drawings 081885 CUR XX 00 D TP 05001 P08, 081885 CUR XX 00 D TP 05002 P06, 081885 CUR XX 00 D TP 05003 P03, 081885 CUR XX 00 D TP 05004 P03 and 081885 CUR XX 00 D TP 05005 P01. As suggested above, a safety audit and user audit should be undertaken to support the design on the internal layout of the site and any recommendations taken forward and delivered in advance of the site being opened.

151. It may be the case in satisfying the safety audit and user audit that additional changes to the layout may be required. Any planning condition attached by the LPA on this matter must have this in regard to enable changes to be delivered.

Proposed Parking

152. The latest site layout (drawing 02-P10 Rev P4) indicates 326 car park spaces are proposed on the site. It is noted that (using the anticipated breakdown in B2 and B8 uses as presented in the TA), based on Chorley's Adopted Local Plan (2012 to 2026), highlights a maximum total of 584 spaces. The TA presents car park accumulation using the consented Lancashire Business Park trip rates, which demonstrates an average occupancy of 213 spaces. The TA also proposes 55 cycle parking spaces.

153. As a consequence of the location of this site (rural/semi-rural), there will be a high reliance on the private vehicle, even with public transport infrastructure improvements and financial contributions to service, with parking demand likely to exceed supply for a number of employment units (whilst others may generate a lesser demand), which is a concern. If this concern is not suitably controlled, it would result in residual parking on the public highway at the east of the site (on B6228 Blackburn Road).

154. The LHA has agreed with the applicant that a phased delivery and occupation of development be agreed and followed, to ensure that sufficient parking is provided for units within that phase, without impacting on the surrounding highway. The next phase could not then proceed until evidence is presented and agreed that demonstrates the impacts can be contained/located within the parking provided within that phase. This may overall result in lesser development being occupied at stages in the development. The applicant has accepted the approach, which it is recommended be protected by a suitably worded planning condition. In addition, a Car Park Management Strategy (CPMS) would be required for the site to accompany this, which it is also recommended to be secured by condition. It is

noted that the consequences of overspill parking on the public highway would be a local amenity issue rather than a highway safety matter.

Sustainable Urban Drainage Systems (SuDs)

155. LCC are now the Lead Local Flood Authority (LLFA), as such LCC Flood Risk Assessment Team have provided detailed comments during the planning process under a separate response setting out a series of conditions that are required from any development of the site. In general, LCC will seek to limit the use of culverts where alternative sustainable solutions can be found. The application should consider the requirements of a SuDs drainage scheme. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance.

(D) S278 Works

156. It will be expected that appropriate s278 works, as have been secured with other developments within the masterplan site, would be required and controlled by condition if the LPA were minded to approve this proposal. All works detailed / listed below to be delivered by s278 Agreement unless otherwise indicated (as s106 funding). All works as listed are to be detailed up and agreed prior to commencement on site.

157. Section 278 agreements (s278) are appropriate where improvements are required in the public highway, paid for by the developer (costs to include design/legal fees, additional surveys, safety audits, amendments to street lighting, drainage, vehicle restraint systems etc., and all other risks associated with highway improvements required by the development so that public funds are not used to support the provision of these features.

Road Safety Audit (applies to all S278 works)

158. Any highway works or part delivery of highway works (phases), need to satisfy a safety audit. It is important that modelling to be based on scheme that includes all safety audit changes (and all evidence is agreed with LCC).

159. The mitigation works required to support the development area as follows:

- A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor (also secured as part of Botany Bay Business Park site)
- A674 Blackburn Road / B6229 Moss Lane priority junction (also secured as part of Botany Bay Business Park site)
- A674 Blackburn Road / Proposed Commercial site access roundabout (also secured as part of Botany Bay Business Park site)
- A674 Blackburn Road between M61 J8 and this proposed access (also secured as part of Botany Bay Business Park site)
- A674 / M61 Junction 8 roundabout (also secured as part of Botany Bay Business Park site)
- A6 / A674 signalised roundabout (Hartwood Hall roundabout) (also secured as part of Botany Bay Business Park site)
- A6 / Euxton Lane signalised roundabout (Hospital roundabout) (also secured as part of Botany Bay Business Park site)
- Euxton Lane / Hospital Access signal controlled junction (also secured as part of Botany Bay Business Park site)
- New Strawberry Fields Signalised junction on Euxton Lane (also secured as part of Botany Bay Business Park site)
- Other Measures and sustainability provision (also secured as part of Botany Bay Business Park site) - this excludes that agreed with the Canal and River trust
- Review of TRO's on Blackburn Road, adjacent to the east of the site.
- PT bus stop provision on Blackburn Road (both directions). Existing provision closest to Botany Hill site to be upgraded including shelters, lay-by and DDA compliant stops (delivered prior to any unit being occupied).

160. Any highway improvement schemes agreed 'in principle' will be subject to detailed design. The Trigger points for all s278 works are recommended to be before commencement of development unless otherwise agreed with LCC and the LPA.

(E) Planning Obligations (s106 Planning Contributions)

161. Should Members be minded to approve this application, it is considered appropriate to seek planning contributions to support improvements to sustainable transport improvements on the local highway network. This funding would be used to implement changes to limit the negative impact of this large development on the existing, and at times, congested network.

162. The trigger point for s106 sustainable transport planning contributions should be prior to commencement of development unless otherwise agreed with LCC and the LPA.

163. LCC consider that the appropriate and necessary funding to achieve sustainable development would include the following:

164. Public Transport Service Obligation: the level/type of obligation for public transport service improvements, unfortunately, has not yet been agreed. The applicant supports the principle of making a contribution to satisfy sustainability deficiencies, in line with the Framework, however, further discussion is required to finalise the eventual level of contribution. As this is an unknown, it is recommended that any resolution to grant planning permission is made subject to a s106 agreement to secure a public transport contribution and a travel plan support contribution the final details of which to be delegated to the Director of Planning and Development in consultation with the Planning Committee Chair and Vice Chair.

165. Funding for Travel Plan support; a total contribution of £8,000 to enable LCC to provide a range of Travel Plan services for the site.

Highways Conclusion and Recommendation

166. With consideration to all the additional information provided, the LHA consider that the proposal can be made acceptable, if suitably controlled through planning conditions, whether highway

167. related or those related to the site, together with S106 obligations.

168. The highway network impacted on by this development is complex with uncertainty on future traffic flow and resulting congestion especially at and on approaches to Hartwood Hall roundabout, Hospital roundabout and M61. The development, with mitigation and phasing of development linked to parking, would ensure that the local network and junctions highlighted do operate within junction limits and satisfy the needs of cyclists, pedestrians and public transport at all stages.

169. There are a number of internal layout issues highlighted, which whilst beyond the power of the Local Highway Authority, can be satisfactorily dealt with through conditions specific to the proposed development.

170. All matters have been resolved to the LHA's satisfaction with the exception of the final level of Public Transport service obligation, which to be agreed.

Drainage

171. Policy 29 of the Central Lancashire Core Strategy requires appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas. A Flood Risk and Surface Water Drainage Assessment has been prepared by Sutcliffe (Ref: LRD32501 Issue 2) and submitted in support of the proposal. The report has been written in accordance with the standing advice and requirements of the Environment Agency (EA) for Flood Risk Assessments as outlined in the Communities and Local Governments Planning Policy Guidance to the National Planning Policy Framework (NPPF).

172. The application site is located within an area classified as Flood Zone 1, therefore, the site is considered to be at very low risk from fluvial flooding. There are no recorded surface water flooding incidents for the site are recorded in the Central Lancashire Level 1 Strategic Flood Risk Assessment. According to the flood maps and the Flood Hazard Rating, the site is considered to be at low risk of flooding from surface water. Once the proposed topography and drainage are in place, this risk would be mitigated and would be considered very low.
173. It is considered that the proposed drainage strategy provides a robust basis from which detailed surface water drainage proposals for the future development of the site can emerge. Sustainable drainage solutions have been considered for the site in line with the Sustainable Drainage Hierarchy. Infiltration is confirmed as being unviable for the site due to the prevailing ground conditions. The next outlay option is discharge to a watercourse, which in this case is deemed to be the viable solution for the site, with surface water runoff for the site being managed via connections to Leeds and Liverpool Canal, reusing existing connections where possible.
174. The proposed development would be designed to mimic the existing greenfield discharge rates for the site. Whilst the majority of the proposed site would be impermeable it is proposed to use SuDS where possible within the developed scheme. It is proposed that green roofs will be used for Blocks A & B, and the eastern access road and car parking (between Blocks A,B,F,G H & I) would be of porous construction. In all other areas there would be new roads with an impermeable surface and a network of pipes and gullies to collect and convey the runoff from the roofs, paths, service areas and car parks to an attenuation tank and flow control.
175. The area of the development is considered as greenfield, so the maximum surface water discharge (catchment area only) should be restricted to the greenfield runoff rate of 56.69 l/s. The surface water system design includes a control device and attenuation tanks to ensure that rate is not exceeded for the design storm events including the 1 in 100 years plus 35% climate change, and additional calculations also included for 45% climate change with no off site flooding.
176. The Lead Local Flood Authority (LLFA) is a statutory consultee for major developments with surface water drainage, under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The LLFA has reviewed the drainage details provided at this stage and considers these to be acceptable subject to the provision of further details and have recommended conditions requiring:
- Development is carried out in accordance with the submitted Flood Risk Assessment.
 - Final Surface Water Sustainable Drainage Strategy to be submitted
 - 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.
 - A Verification Report of Constructed Sustainable Drainage System
177. It is recommended that these conditions be attached to any grant of planning permission.
178. The flood risk implications arising from both the site itself and the intended development have been given careful consideration and the identified mitigation measures and outline drainage strategy would ensure that the proposals do not give rise to any adverse impacts in respect of flood risk, thereby complying with Core Strategy Policy 29 subject to the provision of further details.

Ecology

179. The applicant has submitted a primary ecological assessment, an ecological impact assessment, Biodiversity Net Gain assessment, breeding bird survey, reptile report, and an otter and water vole survey in support of the proposed development. These have been reviewed by the Council's ecology advisor who confirms that the ecological surveys undertaken for the site have been carried out by suitably qualified ecologists and were generally to appropriate standards.

180. The site comprises three semi-improved grassland fields separated by ditches and hedgerows. At the time of the primary ecological assessment walkover survey, the western and southern fields had recently been stripped of vegetation and topsoil, and as such were mapped as bare ground. The eastern field still comprised semi-improved grassland with a mosaic of bare ground, tall ruderal, marshy grassland and scattered scrub. A single small pond was present within the north-eastern section of the site. The site contains dry ditches and hedgerows, tree lines and flowing ditches demarcate the northern and southern site boundaries. The western boundary is partly demarcated by the adjacent Liverpool to Leeds Canal. Since the initial walkover survey, the site has been subject to further vegetation clearance and earthworks associated with the installation of a utilities cable.
181. Overall the BNG Assessment demonstrates that the proposals will result in a net loss of biodiversity. Given that the site is allocated for employment development it is desirable that an efficient use of the land for this purpose is made. The development of the site to provide employment premises carries great weight and given that the ecological interest on site is limited, with some gains possible, it is considered that in this instance the full details of the landscaping, and a scheme for the off site provision of biodiversity net gain can be required by condition.
182. Notwithstanding the above, the proposal does include measures to enhance the small areas of remaining habitats on site. These areas will need to be managed and monitored long term to ensure the stated condition will be reached. It is therefore recommended that a Landscape And Ecological Management Plan (LEMP) be required by condition.
183. The surveys found that the site does support some species of conservation concern, such as common toad and lapwings, as well as other breeding birds, foraging bats and common amphibian species. Water voles are also known to be present in the adjacent canal, albeit not in the stretch immediately adjacent to development site. A number of protection measures have been recommended to ensure construction activities do not cause harm to these species, the retained habitats and the adjacent canal. It is, therefore, recommended that these protection measures be incorporated into a construction environmental management plan for biodiversity that should be required by condition.
184. There are no detailed landscaping plans for the site and, therefore, a more detailed Landscape Plan, and a Landscape Management Plan, should be prepared for the site and required by condition. The Ecological Impact Assessment also makes recommendations for the inclusion of bat and bird boxes into the site, a scheme which is recommended to be secured by condition, as part of the detailed landscape plan.
185. Section 174 of the Framework states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is generally of limited ecological value, however, a scheme to include full details of measures to enhance biodiversity at the site and to provide an overall net gain for biodiversity, in line with the aspirations of the Framework should be provided and it is recommended that this be secured by condition.

Trees

186. A single tree from within a hedgerow at the site would be removed to facilitate the development proposal. All other trees would be retained and protected throughout the development works. To compensate for the proposed tree removal, at least 15 native species trees would be planted as part of the landscaping scheme. Therefore, it is considered that the proposed development complies with policy BNE10 of the Chorley Local Plan 2012 – 2026.

Minerals and coal mining

187. The application site is underlain by various types of superficial deposits, with underlying sand and gravel deposits, including Lower Haslingden Flags Sandstone bedrock, which are regarded as a Mineral Resource.

188. Policy M2 of the Lancashire Minerals and Waste Site Allocation and Development Management Policies Local Plan applies. The policy states that planning permission will not be supported if a development is incompatible by reason of “scale, proximity and performance” with mineral safeguarding.
189. Once appropriate buffer zones are applied to the M61, the Leeds-Liverpool canal and existing housing developments, the prior extraction of minerals from beneath the application sites would not be economically viable. This would be compounded by the likely low quality of the resource encountered.
190. Given that the site has been allocated for development as part of the policy EP2 EP1.1 / HS1.8 site, the presence of the mineral resource would have taken into account at the time of allocation and the value of the land in planning terms is thus considered more valuable to deliver employment development than to deliver a marginal and difficult to process mineral resource. Consequently, given the above constraints, it is considered that there is an overarching need for the development that outweighs the need to avoid the sterilisation of the mineral resource.

Employment and skills provision

191. The Central Lancashire Employment Skills Supplementary Planning Document (SPD) was adopted in September 2017. The SPD introduces Employment Skills Statements and provides clarity as to how this requirement relates to the relevant policies set out in the Core Strategy and Local Plan as well as the guidance set out in the Framework. The SPD goes on to state that one of Central Lancashire’s priorities is to encourage economic growth within Central Lancashire that benefits the people and businesses in the three boroughs. The SPD seeks to;
192. Increase employment opportunities by helping local businesses to improve, grow and take on more staff help businesses to find suitable staff and suppliers, especially local ones improve the skills of local people to enable them to take advantage of the resulting employment opportunities help businesses already located in Central Lancashire to grow and attract new businesses into the area
193. The SPD requires development over certain thresholds to be accompanied by an Employment and Skills Statement to ensure the right skills and employment opportunities are provided at the right time. This is to the benefit of both the developer and local population and covers the following areas:
- Creation of apprenticeships/new entrants/graduates/traineeships
 - Recruitment through Job Hub and Jobcentre plus and other local employment vehicles.
 - Work trials and interview guarantees
 - Vocational training (NVQ)
 - Work experience (14-16 years, 16-19 years and 19+ years) (5 working days minimum)
 - Links with schools, colleges and university
 - Use of local suppliers
 - Supervisor Training
 - Management and Leadership Training
 - In house training schemes
 - Construction Skills Certification Scheme (CSCS) Cards
 - Support with transport, childcare and work equipment
 - Community based projects
194. A condition is recommended requiring an employment and skills plan.

Community Infrastructure Levy (CIL)

195. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a CIL liable

development and any charge would be subject to indexation in accordance with the Council's Charging Schedule.

Other matters

196. *If the houses are not built then other land will need to be found to accommodate the housing that is needed in the area:* The assessment and determination of the application must be based on what is proposed and cannot consider the suitability or preference for an alternative scheme.
197. *Questionable demand for the proposed units:* This is a matter for the developer. The allocation of the land for employment development was based on evidence considered at the time the Chorley Local Plan was devised.
198. *Access to the site for construction should not be from Blackburn Road:* It is recommended that a planning condition requires that the site access is constructed prior to commencement.
199. *The development will diminish property values in the area:* This is not a material planning consideration.
200. *The developer has carried out work without consent already:* This is regrettable. The Council has taken action and development has ceased.
201. *The site is a habitat for Lapwings and other birds:* The ecology survey found that Lapwing is the only species identified breeding within the grassland / open areas on site. The development proposal would reduce the availability of suitable breeding habitat on site for lapwings. However, only a single pair attempted to breed, and the chick was found to have been predated. As such, it is considered that the site is broadly unsuitable to support viable lapwing nests. Additionally, the areas of bare mud and disturbed ground that are favoured by lapwing are ephemeral habitats that have been created on site as a result of the earthworks. As such, the site is considered to have had a reduced suitability for lapwing prior to the start of works. As such, this is considered to be a medium magnitude impact at local level, therefore it is of minor significance.

CONCLUSION

202. The proposed development would clearly contribute to economic growth within Chorley supporting the provision of employment through supporting businesses within the units that would be developed, which is an economic and social benefit that carries significant weight. There would also be economic benefits through supporting employment during the construction of the development, which carries moderate weight. There would be some visual harm from the development, however, the landscape is not valued and the visual harm would be mitigated to some extent through the proposal landscaping strategy. As such only limited weight is attached to this harm. There would also be some harm through the net loss of biodiversity on the site, however, this would be compensated for through off site enhancements. As such only limited weight is attached to this harm.
203. The proposal meets with the expectations of the Chorley Local Plan 2012-2026, fulfilling the requirements of the allocation. There would be no unacceptable detrimental impact on the character of the area, amenity of neighbouring occupiers, impact on the highway network, ecology or drainage. On the basis of the above, it is considered that the benefits of the development are significant and outweigh the limited harms. It is therefore recommended that planning permission be granted subject to conditions and a s106 agreement to secure a public transport contribution and a travel plan support contribution the final details of which to be delegated to the Director of Planning and Development in consultation with the Planning Committee Chair and Vice Chair.

RELEVANT HISTORY OF THE SITE

Ref: 17/00355/SCOPE **Decision:** SCOPE **Decision Date:** 12 May 2017
Description: Scoping Opinion for the Environmental Statement, pursuant to Regulation 13 of the Town And Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015), associated with the proposed retail, employment, leisure and residential development at land to West of Blackburn Road, Chorley.

Ref: 17/00714/OUTMAJ **Decision:** PEROPP **Decision Date:** 21 October 2019
Description: Outline planning application for the construction of up to 188 dwellings (Use Class C3) with associated highways, landscaping and infrastructure provisions and any ancillary development thereto. All matters reserved except for access.

Ref: 19/01113/OUTMAJ **Decision:** PEROPP **Decision Date:** 13 September 2021
Description: Outline application for the construction of up to 233 dwellings with all matters reserved, save for access (resubmission of approved application ref. 17/00714/OUTMAJ)

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

Suggested conditions

To follow