

C O M M I T T E E R E P O R T		
REPORT OF	MEETING	DATE
Head of Planning and Enforcement	Planning Committee	5 December 2023

  

ADDENDUM
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**ITEM 3a - 22/01243/FULMAJ – Land To The West Side Of Blackburn Road, Chorley**

**The recommendation remains as per the original report**

(10)No. further letters of objection have been received including 6no. from previous correspondents and 3no. from occupiers of additional addresses raising similar issues to those summarised in the Committee report in addition to the following issues:

- Accessing the site via Blackburn Road during the construction phase would result in adverse highway impacts.
- The proposed landscape buffer with Blackburn Road is not adequate.

*Officer response: The suggested conditions are worded such that development could not commence until the access from the A674 has been constructed to base level.*

The following consultee responses have been received:

**United Utilities:** Have provided comments to support the Local Planning Authority in their determination of the planning application, and to direct the applicant to further sources of support and guidance on matters that might impact their proposal.

Our previous correspondence highlighted concerns regarding the proposals and their proximity to existing public sewers which pass through this site which modelling data identifies as being at risk of sewer flooding. Whilst the application proposals include diversion of these assets, this is subject to a separate approval process. Any agreement to divert our underground assets will be subject to a diversion application, made directly to United Utilities. This is a separate matter to the determination of a planning application. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). The risk of sewer flooding needs to be fully considered and modelled as part of the diversion process. The risk of sewer flooding needs to be assessed further as this could affect the developable area of the site and the detail of the design which the applicant should be aware of. In the event that an application to divert or abandon underground assets is submitted to United Utilities and subsequently rejected (either before or after the determination of a planning application), this would result in a requirement to amend the proposed layout to accommodate United Utilities' assets, which would be subject to a further separate planning application process.

As per our previous correspondence it is still our recommendation and preference for these matters to be resolved prior to determination given that drainage proposals are intrinsically linked to site layout and levels.

This advice is provided subject to conditions requiring a drainage strategy and details of the means of ensuring the sewers within the site boundary are protected from damage as a result of the development.

*Officer comment: Members should note that the grant of planning permission does not override the consents that would be required from United Utilities for the diversion or development near to United Utilities property, assets and infrastructure. The minimum distances to sewers that might be acceptable to United Utilities are detailed within Part H of the Building Regulations, which must be followed in relation to the any development of the site. United Utilities recommend that applicants determine the precise location, size, depth and condition of each pipeline as this is likely to influence the required stand-off distance from any structure, which may affect the layout or design of a development that has been granted planning permission. This may result in the need to amend proposals or may render a development undeliverable or unviable, which is a risk and potential cost to the developer.*

**The following conditions have been amended (*include reason*):**

1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p><i>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the approved plans below:</p> <p>To be provided.</p> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning.</i></p>
3.	<p>The development hereby approved shall be used for Classes B2, B8 and E(g) use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.</p> <p><i>Reason: To define the development and to protect the amenity of neighbouring occupiers.</i></p>
4.	<p>Prior to the commencement of any works on site, the following information shall be submitted to the Local Planning Authority (LPA) for approval in writing:</p> <p>(a) A detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and/or ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part 2A, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, of nearby occupied buildings, on services and landscaping schemes, and on wider environmental receptors including ecological systems and property. The sampling and analytical strategy shall be submitted to and be approved in writing by the LPA prior to the start of the site investigation survey.</p> <p>(b) A remediation statement, detailing the recommendations and remedial measures to be implemented within the site.</p> <p>(c) On completion of the development/remedial works, the developer shall submit written confirmation, in the form of a verification report, to the LPA, that all works were completed in accordance with the agreed Remediation Statement.</p> <p>Any works identified in these reports shall be undertaken when required with all remedial works implemented by the developer prior to the use commencing.</p>

	<p><i>Reason: To ensure that the site investigation and remediation strategy will not cause pollution of ground and surface waters both on and off site, and the site cannot be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990 in accordance with Policy 17 of the Central Lancashire Development Plan and NPPF.</i></p>
5.	<p>Prior to any development within a phase full details of the retaining structures, sub structures and any piled foundations within that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p>Reason: To ensure that the development responds to the underlying geology of the site.</p>
6.	<p>No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.</p> <p>The details of the plan to be submitted for approval shall include for each phase, as a minimum:</p> <ol style="list-style-type: none"> <li>a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.</li> <li>b) Measures taken to prevent siltation and pollutants from the site into any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.</li> </ol> <p>The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.</p> <p>Reasons: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.</p>
7.	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.</p> <ol style="list-style-type: none"> <li>a) Risk assessment of potentially damaging construction activities.</li> <li>b) Identification of "biodiversity protection zones".</li> <li>c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).</li> <li>d) The location and timing of sensitive works to avoid harm to biodiversity features.</li> <li>e) The times during construction when specialist ecologists need to be present on site to oversee works.</li> <li>f) Responsible persons and lines of communication.</li> <li>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</li> <li>h) Use of protective fences, exclusion barriers and warning signs.</li> </ol> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p>

	<i>Reason: To protect ecologically sensitive features during construction.</i>
8.	<p>No development shall take place until a survey of the condition of the adopted highway and supporting infrastructure has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Local Highways Authority prior to the survey being undertaken. The survey must consist of:</p> <ul style="list-style-type: none"> <li>- A plan to a scale of 1:1000 showing the location of all defects identified, including those that have occurred as part of any permitted rights or other works already undertaken on site;</li> <li>- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.</li> </ul> <p>No building or use hereby permitted shall be occupied or the use commenced in any phase until any damage to the adopted highway has been made good, by the developer, as a consequence of that phase of development, or so agreed to be made good at a later phase of development, to the satisfaction of the Local Planning Authority.</p> <p>With regard to emergency repairs or historic damage caused (whether through permitted rights or other works already undertaken on the site), any works required to be undertaken by the developer are to be agreed with the Local Highway Authority, prior to commencement on site.</p> <p>The mechanism and timing to deliver these works to be agreed with the Local Planning Authority.</p> <p>Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.</p>
9.	<p>No development shall take place until a Construction Traffic Management Plan (CMP) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:</p> <ul style="list-style-type: none"> <li>- 24 Hour emergency contact number;</li> <li>- Details of the vehicle parking for site operatives and visitors (no vehicles to park on Blackburn Road);</li> <li>- Details of loading and unloading of plant and materials;</li> <li>- Arrangements for turning of vehicles within the site;</li> <li>- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;</li> <li>- Measures to protect vulnerable road users (pedestrians and cyclists);</li> <li>- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</li> <li>- Wheel washing facilities;</li> <li>- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;</li> <li>- Measures to control the emission of dust and dirt during construction;</li> <li>- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;</li> <li>- Details of any temporary lighting;</li> <li>- Construction vehicle routing (no routing from Blackburn Road, unless relating to boundary treatment or cycle/pedestrian ramp works);</li> <li>- Delivery, demolition and construction working hours;</li> <li>- Phasing strategy of development.</li> </ul> <p>The approved Construction Traffic Management Plan shall be adhered to throughout the construction period for the development.</p>

	Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.
10.	<p>Prior to the erection of the superstructure of any building in any phase hereby approved, final details of the associated external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) for that phase shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.</p> <p><i>Reason: To ensure that the materials used are visually appropriate to the locality.</i></p>
11.	<p>Prior to the erection of the superstructure of any building in any phase hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) for that phase shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission in that phase before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p><i>Reason: To ensure a visually satisfactory form of development.</i></p>
12.	<p>Prior to any development within a phase other than access and ground works in phase 1 and structural landscaping in phase 2a full details of the existing and proposed ground levels and proposed finished floor levels (all relative to ground levels adjoining the site) of all buildings in that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
13.	<p>Prior to any development within a phase other than access and ground works in phase 1 and structural landscaping in phase 2a full details of the external lighting scheme for that phase shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans(s). The development shall be carried out strictly in conformity with the approved details and no other external lighting shall be installed thereafter.</p> <p><i>Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.</i></p>
14.	<p>No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site.</p> <p><i>Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.</i></p>
15.	<p>No development shall take place other than access and ground works in phase 1 until a scheme for offsetting biodiversity impacts to achieve net gain has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The proposed offsetting scheme shall:</p> <ol style="list-style-type: none"> <li>a) be based on prevailing DEFRA guidance;</li> <li>b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site;</li> <li>c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric;</li> </ol>

	<p>d) include the identification of a receptor site or sites;  e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme;  f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures);  g) Timetable for implementation.</p> <p>The development shall carried out strictly in accordance with the approved details.</p> <p><i>The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.</i></p>
16.	<p>A detailed scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of phase 2a of the development hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native trees appropriate to the natural area.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding season during phase 2a of the development hereby approved, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><i>Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.</i></p>
17.	<p>A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of phase 2a of the development hereby approved. The content of the LEMP shall include the following.</p> <ol style="list-style-type: none"> <li>a) Description and evaluation of features to be managed.</li> <li>b) Ecological trends and constraints on site that might influence management.</li> <li>c) Aims and objectives of management.</li> <li>d) Appropriate management options for achieving aims and objectives.</li> <li>e) Prescriptions for management actions.</li> <li>f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).</li> <li>g) Details of the body or organization responsible for implementation of the plan.</li> <li>h) Ongoing monitoring and remedial measures.</li> </ol> <p>The LEMP shall also include details of the legal and funding mechanism{s} by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.</p>

	Reason: To ensure the habitats that are retained and created are managed and monitored long term to ensure the stated condition will be reached.
18.	<p>No works to trees and shrubs or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.</p> <p><i>Reason: Nesting birds are a protected species.</i></p>
19.	<p>The development hereby approved shall only be carried out in accordance with the approved Arboricultural Method Statement (ref. 15433_R01a Rev. A), Tree Retention and Removal Plan (ref. 15433/P02c) and Tree Protection Plan (ref. 15433/P03a) produced by Tyler Grange and received on 23 June 2023. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.</p> <p>Reason: To safeguard the trees to be retained.</p>
20.	<p>No development shall commence other than access and ground works within phase 1 and structural landscaping in phase 2a until an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development has been submitted to and approved by the council as Local Planning Authority (unless otherwise agreed in writing by the council). The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p> <p><i>Reason: In the interests of delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.</i></p>
21.	<p>The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment (LRD32501 Revision 2, produced in May 2023, by Sutcliffe).</p> <p>The measures shall be fully implemented prior to the first use of the development and in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
22.	<p>No development in any phase shall commence other than access and ground works in phase 1 until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy submitted (LRD32501 Issue 2 produced in May 2023 by Sutcliffe) and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.</p>

	<p>The details of the drainage strategy to be submitted for approval shall include, as a minimum;</p> <p>a) Sustainable drainage calculations for peak flow control and volume control for the:</p> <ul style="list-style-type: none"> <li>i. 100% (1 in 1-year) annual exceedance probability event;</li> <li>ii. 3.3% (1 in 30-year) annual exceedance probability event + 35% climate change allowance, with an allowance for urban creep;</li> <li>iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep</li> </ul> <p>The discharge rate shall not exceed 56.69l/s. Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems</p> <p>b) Final sustainable drainage plans appropriately labelled to include, as a minimum:</p> <ul style="list-style-type: none"> <li>i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;</li> <li>ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;</li> <li>iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;</li> <li>iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;</li> <li>v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;</li> <li>vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;</li> <li>vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;</li> </ul> <p>c) Evidence of an assessment of the Leeds and Liverpool Canal, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.</p> <p>d) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.</p> <p>The sustainable drainage strategy shall be implemented in accordance with the approved details.</p> <p>Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 167 and 169 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.</p>
23.	<p>Prior to the first use of any building within any phase hereby permitted a site specific verification report, pertaining to the surface water sustainable drainage system within that phase, and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.</p>



	<p>Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.</p>
24.	<p>No construction shall commence until details of the means of ensuring the sewers within the site boundary are protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts from construction activities and the impacts post completion of the development on the sewers which cross the site and identify mitigation measures to protect and prevent any damage to the pipelines both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.</p> <p>In the event that a diversion/diversions of the infrastructure or a build over agreement is required, the developer shall submit evidence to the Local Planning Authority that a diversion or build over has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development (save for demolition and site clearance) or, in the event of a build over, that agreement has been reached with the relevant statutory undertaker prior to commencement of development (save for demolition and site clearance). Upon completion of the works, a post completion condition survey shall be submitted to and approved by the Local Planning Authority in writing.</p> <p>Reason: In the interest of public health and to ensure protection of the public sewer system.</p>
25.	<p>No phase of development (including any site clearance) shall take place within 15m of the edge of the canal until a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out in that phase adjacent to the canal has been submitted to and approved in writing by the Local Planning Authority. Those details shall:</p> <ul style="list-style-type: none"> <li>• demonstrate how any proposed building works, landscaping (including tree root containment), level changes, parking areas, boundary fencing, and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal during that phase of works;</li> <li>• demonstrate in phase 2b works accurate cross sections showing the works relative to the canal corridor and the foundation details of Blocks Q, R and S;</li> <li>• demonstrate how any additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure;</li> <li>• demonstrate steps to monitor vibrations and mitigation measures;</li> <li>• demonstrate how any proposed earthmoving and excavation works required in connection with the development activities would be carried out and managed to protect the canal.</li> </ul> <p>The development of the relevant phase shall be carried out in strict accordance with the agreed details.</p> <p>Reason: Excavation, earth removal and construction works have the potential to adversely impact on the integrity of the waterway infrastructure.</p>
26.	<p>No building (or use hereby permitted) shall be occupied (or use commenced) until visibility splays 4.5 metres back from the centre line of the access and extending 160 metres on the nearside carriageway edge in both directions have been</p>

	<p>provided at the access junction, as shown on the agreed plan (drawing 081885 CUR XX 00 D TP 75009 Rev P10). Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.3 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.</p> <p>Reason: To ensure adequate inter-visibility between highway users at the site access, in the interests of highway safety.</p>
27.	<p>No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway mitigation has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.</p> <p>The site access:</p> <p>i. Site access off the A674 (drawing 081885 CUR XX 00 D TP 75009 Rev P10);</p> <p>The off-site works of highway mitigation to include:</p> <p>ii. A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor</p> <ul style="list-style-type: none"> <li>- Signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points and white lining scheme (including Moss Lane junction)</li> <li>- Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme expected to include the following: <ul style="list-style-type: none"> <li>o Speed review along length (currently 40mph)</li> <li>o Review and update existing TRO's</li> <li>o Road marking review and refresh in vicinity of Great Knowley</li> <li>o Speed Indicator Device (SPID) on the approach from the north</li> <li>o Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review)</li> <li>o Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn</li> </ul> </li> </ul> <p>iii. A674 Blackburn Road / B6229 Moss Lane priority junction</p> <ul style="list-style-type: none"> <li>- Provision of a simple scheme of measures to be delivered on this alternative route on the B5229 Moss Lane corridor to address impacts to best manage the future network The scheme expected to include the following: <ul style="list-style-type: none"> <li>o Review of signing onto the corridor with its 7.5t weight restriction.</li> <li>o Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as: <ul style="list-style-type: none"> <li>▪ road marking including bar markings, or narrowing's</li> <li>▪ different surface colour at junctions,</li> <li>▪ raised tables.</li> </ul> </li> </ul> </li> </ul> <p>iv. A674 Blackburn Road / Proposed Commercial / Botany Bay Access roundabout</p> <ul style="list-style-type: none"> <li>- The speed limit on the A674 is to be reduced to 40mph, and to extend to the A6 or otherwise agreed with the LHA.</li> <li>- Botany Bay roundabout junction operational/capacity improvements, supported by swept path analysis and safety audit, in line with current design standards.</li> </ul> <p>v. A674 Blackburn Road between M61 J8 and the site</p> <ul style="list-style-type: none"> <li>- A scheme to ensure parking does not take place on this section of road</li> </ul> <p>vi. A674 / M61 Junction 8 roundabout</p> <ul style="list-style-type: none"> <li>- Signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points</li> <li>- The final detailed design to identify appropriate locations for queue detectors on links as necessary, to allow better management of the future network</li> </ul>

	<ul style="list-style-type: none"> <li>- Modernisation and performance upgrade of signal equipment and controller</li> <li>- Technology to link associated signals both upstream and down stream</li> <li>- CCTV to monitor operation</li> </ul> <p>vii. A6 / A674 signalised roundabout (Hartwood Hall roundabout)</p> <ul style="list-style-type: none"> <li>- Technology to link associated signals both upstream and down stream</li> <li>- Signal equipment to be updated and controller</li> <li>- Queue detectors on Maple Gove, Drumhead Road and 'Keep Clear' road marking on Millennium Way A674</li> <li>- Queue detector on Hazel Grove</li> <li>- Signal optimisation / MOVA update (and further reviews in line with changes whether to flow or infrastructure)</li> <li>- Traffic signs and road markings review</li> <li>- Bus priority review</li> <li>- Emergency service hurry call (Fire service and Hospital)</li> <li>- CCTV to monitor operation</li> </ul> <p>viii. A6 / Euxton Lane signalised roundabout (Hospital roundabout)</p> <ul style="list-style-type: none"> <li>- Technology to link associated signals both upstream and down stream</li> <li>- Signal optimisation / MOVA review and update (and further reviews in line with changes whether to flow or infrastructure)</li> <li>- Signal equipment review and updated including controller</li> <li>- Review Queue detector locations and make necessary changes</li> <li>- Traffic signs and road markings review including TRO's, make necessary changes</li> <li>- Bus priority review</li> <li>- Emergency service hurry call (Fire service and Hospital)</li> <li>- CCTV to monitor operation</li> <li>- Widening – on the southbound approach from the north</li> <li>- Traffic island to separate straight on from right turning traffic (north to south &amp; west)</li> <li>- Re-profile the central island to facilitate movement</li> <li>- Signal optimisation / MOVA further review(s) in line with other changes</li> <li>- Final MOVA review and optimisation on substantial completion of development build</li> </ul> <p>ix. Euxton Lane / Hospital Access signal controlled junction</p> <ul style="list-style-type: none"> <li>- Technology to link associated signals both upstream and down stream</li> <li>- Signal optimisation / MOVA review</li> </ul> <p>x. New Strawberry Fields Signalised junction on Euxton Lane</p> <ul style="list-style-type: none"> <li>- Technology to link associated signals both upstream and down stream</li> </ul> <p>xi. Other Measures and sustainability provision</p> <ul style="list-style-type: none"> <li>- Signing and road marking review and update</li> <li>- Bus priority review</li> <li>- TRO review</li> <li>- Upgrading of bus provision on Blackburn Road in the vicinity of the site (northbound and southbound bus stops)</li> <li>- Foot/cycle way provision on A674 between the employment access and M61 J8 including removing of verge, vehicle restraint system changes</li> </ul> <p>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.</p>
28.	No part of the development hereby approved shall be commenced until the site access (scheme i as identified in Condition 26) has been constructed to base course level in accordance with the approved scheme for the construction of the

	<p>site access, and shall be fully completed prior to the occupation of any building within phase 4.</p> <p>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions.</p>
29.	<p>No part development within a phase shall be occupied or open for use until the off-site highway works of highway improvement (schemes ii to xi identified in Condition 26) have been constructed and completed in accordance with a phasing plan that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions.</p>
30.	<p>No building or use hereby permitted shall be occupied or open for use until a detailed Car Park Management Strategy (CPMS) has been developed and approved by the Local Planning Authority in consultation with the Highway Authority. The CPMS shall include measures to encourage sustainable transport to limit parking demand, monitoring of peak period car park usage and capacity and also impact of any off-site parking.</p> <p>Reason: To ensure that sufficient parking is available for the development to ensure that development impact are constrained to within the site.</p>
31.	<p>Prior to the erection of the superstructure of any building in any phase hereby approved a phasing strategy with parking numbers per unit shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Monitoring of occupation of units within that phase and parking per unit shall be undertaken at an agreed frequency. Monitoring of parking on the surrounding network (Blackburn Road) shall also be undertaken. Progression to the next phase of occupation shall only commence on written permission from the LPA in consultation with the LHA. The phasing strategy and monitoring shall be delivered in accordance with the strategy agreed.</p> <p>Reason: To ensure that sufficient parking is available for the development to ensure that development impact are constrained to within the site.</p>
32.	<p>No building or use hereby permitted shall be occupied until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets, and any phasing so agreed, to the satisfaction of the Local Planning Authority.</p> <p>Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking &amp; cycling.</p>
33.	<p>Prior to occupation or first use of any building within a phase hereby approved, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.</p>

	Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.
34.	<p>All units shall include provision of a suitably located electrical supply and safe cable routing to enable the charging of an electric motor vehicle.</p> <p>Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.</p>
35.	<p>No part of the development hereby approved shall be commenced until a phasing strategy and triggers for the delivery and completion of the individual traffic mitigation measures and off site works of highway improvement have been agreed in writing with the Local Planning Authority, in consultation with the Local Highway Authorities and National Highways.</p> <p>Reason: To ensure that both the local and strategic highway networks continue to fulfil its purpose whilst, maintaining the safety for all users.</p>
36.	<p>The operation of the M61 Junction 8, post implementation of the improvement scheme if this occurs before other mitigation measures, to be monitored with particular regard to queue interaction with the adjacent local road network and queue lengths on slip roads throughout the period of monitoring on the local road network to inform the need and scope for intervention.</p> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
37.	<p>No part of the development hereby approved shall commence, other than access and ground works in phase 1 and structural landscaping in phas 2a, until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108 Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with National Highways and the Local Highway Authority.</p> <p>The details to be submitted shall include:</p> <ul style="list-style-type: none"> <li>- Final details of how the schemes interface with the existing highway alignment.</li> <li>- Full carriageway surfacing and carriageway marking details.</li> <li>- Full construction details.</li> <li>- Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).</li> <li>- An independent Stage 1 &amp; Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.</li> <li>- A walking, cycling and horse-riding assessment in accordance with GG142 of the Design manual for Roads and Bridges</li> </ul> <p>Reason: to ensure the safe operation of the Strategic Road Network.</p>
38.	<p>Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority. The approved cycle storage facilities shall be provided within each phase prior to the first occupation of any unit within that phase and shall be permanently maintained thereafter.</p> <p>Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.</p>
39.	<p>The private car parking provision for each building shall be marked out in accordance with the approved plans, before the use of that building hereby permitted first becomes operative, and permanently maintained thereafter.</p>

	Reason: To allow for the effective use of the parking areas.
40.	<p>The pedestrian and cycle access to Blackburn Road shall be constructed, in accordance with a scheme to be submitted to and approved by the local planning authority, prior to the erection of the superstructure of any building within phase 4 of the development hereby approved.</p> <p>Reason: To ensure suitable access for pedestrians and cyclists is provided and to promote sustainable transport modes.</p>
41.	<p>Pedestrian access up to the southern boundary of the site as identified on the Landscape Strategy Plan (ref. BOT2306-LP01 Rev. P1) shall be constructed, in accordance with a scheme to be submitted to and approved by the local planning authority, including details of phasing, and not later than the first occupation of 50% of the approved floorspace of combined phases 2a and 3 hereby approved.</p> <p>Reason: To ensure suitable access for pedestrians is provided and to promote sustainable transport modes.</p>
42.	<p>A safety audit and user audit shall be undertaken to support the design of the internal layout of the site and shall be submitted to and approved in writing by the local planning authority prior to commencement of development other than access and ground works within phase 1 and structural landscaping in phase 2a. The recommendations of the audit shall be delivered in accordance with the approved details.</p> <p>Reason: In the interests of the safety of those accessing the site.</p>
43.	<p>The development hereby approved shall be carried out in accordance with the Construction - Health, Safety &amp; Environmental Plan produced by FI Construction Limited and received on 30 November 2023.</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>
44.	<p>The units hereby approved shall only operate within the hours of 0700 hours and 2100 hours on any day.</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>
45.	<p>No deliveries or waste collections shall take place on the site between the hours of 07:30 hours and 20:00 hours Monday to Friday, 09:00 hours and 13:00 hours Saturdays. No deliveries shall be received on Sundays or nationally recognised Bank Holidays.</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>
46.	<p>All vehicles, including forklift trucks and other mobile plant vehicles along with company owned delivery trucks, visiting and used on site shall be fitted with broadband (white noise) reversing alarms set to self-adjust to no more than 5dB above the ambient noise level; or an alternative system approved in writing by the Local Planning Authority</p> <p>There shall be no diesel-powered vehicle/trailer mounted refrigeration or freezer units operated on stationary vehicles. Vehicle/trailer mounted refrigeration or freezer units must be connected to an electrical supply if required to power the unit.</p> <p>No machinery / plant or power tools shall be operated on the site other than inside the industrial unit buildings.</p>

	<p>Where noisy plant or machinery is to be operated inside individual industrial units it shall be so designed or the plant/machinery enclosed with sound-insulating material or the building shall be acoustically insulated to ensure the following standards are met at the nearest noise sensitive premises:</p> <p>LAeq 50 dB 16 hours – gardens and outside living areas (for example balconies)  LAeq 35 dB 16 hours – indoors daytime  LAeq 30 dB 8 hours – indoors night-time (23.00-07.00)  LAFmax 45 dB 8 hours – indoors night-time (23.00-07.00)  LAFmax 45 dB 4 hours – indoors evening (19.00-23.00)</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>
47.	<p>Any fixed plant including extraction/ventilation systems at individual industrial units shall be so designed to ensure the following standards are met at the nearest noise sensitive premises:</p> <p>LAeq 50 dB 16 hours – gardens and outside living areas (for example balconies)  LAeq 35 dB 16 hours – indoors daytime  LAeq 30 dB 8 hours – indoors night-time (23.00-07.00)  LAFmax 45 dB 8 hours – indoors night-time (23.00-07.00)  LAFmax 45 dB 4 hours – indoors evening (19.00-23.00)</p> <p>Reason: In the interests of the amenity of the nearby residents.</p>

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

It is noted that six representations have been provided directly to Committee Members. These reiterate concerns and issues that have been raised during the assessment of the application and are referred to in the Committee Report. It is noted that the numbers of representations reported in the Committee Report have been queried. To confirm the Committee Report states that objections from 122 addresses had been received at the time of writing. This included 154 representations in total some of which were duplicates and some were multiple representations from the same address. Since the report was written and at this point 164 objections have been received from 125 addresses.

It noted that a concern has been raised in relation to the structural integrity of the site and the need for appropriate geotechnical investigations to be undertaken. Members should note that the planning application is informed by a Phase I Preliminary Risk Assessment, prepared by Sutcliffe, and received on 1 December 2022. The Council’s Environmental Health Officer has reviewed and commented on its contents and recommended that a condition be attached to any grant of planning permission requiring a Phase 2 intrusive site investigation along with ground gas monitoring followed by a remediation strategy. The Phase I report supports the planning application / RIBA Stage 2 (Concept Design) & 3 (Spatial Coordination). It is the next stage, Stage 4 (Technical Design), that follows a grant of planning permission where the technical details, including in this instance Phase II Report, substructure and foundation design is taken forward, which would be controlled as per the recommended planning condition requiring the phase 2 study and retaining structure specifications.

The National Planning Policy Framework requires that risks are properly accounted for and that this is practically dealt with through the stages of design development and controlled through appropriate conditions where it is a land use planning matter. Building Regulations would add separate controls, whilst Members should note that paragraph 184 of the

Framework states that *'Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.'*

In response to concerns raised about re-notification of residents following amendments that were received the re-notification letters that were sent out to residents on 20 November 2023, requested that any further comments should be returned by 30 November 2023, which was considered a suitable amount of time given extensive period of time during which the application has been under consideration. During this time plans, technical reports, consultation responses and updated documents have been available to view publicly on the Council website.