

APPLICATION REPORT – 17/00713/OUTMAJ

Validation Date: 18 July 2017

Ward: Chorley North East

Type of Application: Outline Major Planning (with ES)

Proposal: Outline planning application for employment floorspace (Use Classes B2 and B8) with associated highways, landscaping provision and any ancillary development thereto. All matters reserved except for access which is proposed off the existing A674 roundabout.

Location: Land Adjacent And South Of Leeds Liverpool Canal Blackburn Road
Chorley

Case Officer: Adele Hayes

Applicant: FI Real Estate Management Limited

Agent: HOW Planning

RECOMMENDATION

1. It is recommended that Members be minded to approve the application subject to conditions and no intervention from the Secretary of State in respect of the associated planning application reference 17/00716/OUTMAJ which is also reported on this agenda.

SITE DESCRIPTION

2. The application site comprises 6.84ha of land which lies to the north east of J8 of the M61. It is bounded by the A674 Millennium Way to the south, by the M61 J8 southbound exit slip road to the west, and by the Leeds and Liverpool Canal to the east. To the north lies agricultural land which forms part of the designated Green Belt.
3. The application site comprises two field parcels which are used for grazing and are bisected by public footpath 9-2-FP 26 which runs through the site in a north/south direction.

4. The site slopes at an average 1:25 gradient from the A674 Millennium Way towards a series of ditches forming the boundary to the adjacent fields to the north. Levels vary from approximately 93.5m AOD at the base of the A674 Millennium Way embankment and 87.5m AOD at the ditch to the northern site boundary.
5. There is an existing roundabout on the A674 Millennium Way which provides a spur into the application site, which is the proposed means of vehicular access to the site.

DESCRIPTION OF PROPOSED DEVELOPMENT

6. The application is submitted in outline for access only with all other matters reserved for subsequent approval.
7. The application proposes the erection of up to 27,871sqm of B2/B8 employment floorspace and is accompanied by a land use and building heights parameters plan. There would be a landscape buffer strip along the site's northern boundary varying between 8 and 24m in depth to afford screening of the proposed employment units with vegetation. A buffer to the eastern boundary with the Leeds and Liverpool Canal is also included which is shown as between 7.5m to 20m in depth. The employment units would have a maximum height of 15m above ground level.
8. An illustrative masterplan has been submitted alongside the application submission, which provides an example of how the site could be delivered. This identifies a number of employment units of varying sizes, with each served by a service yard for deliveries / goods vehicles and areas for staff car parking. The units would be accessed via an internal access road and set within landscaping. The detailed approach to design and layout would be determined at any future reserved matters application and therefore it is important to make clear that the illustrative masterplan is indicative at this stage. The number of units, together with their size and layout would also be determined as part of any future reserved matters application, thereby allowing the applicant flexibility to respond to market demand for employment premises.
9. Access to the site would be facilitated by extending the existing spur on the A674 Millennium Way roundabout in to the site. The existing public footpath which runs through the site would be retained, however it is likely that its route would need to be subject to realignment. The precise detail of this again to be determined as part of any future reserved matters application.
10. The Council are also considering three other applications relating to land in the immediate vicinity of the current proposal which are also reported on the agenda.
 - 17/00714/OUTMAJ for the construction of up to 188 dwellings

- 17/00715/OUTMAJ for retail floorspace (Use Classes A1, A3, A4 & A5), employment floorspace (Use Class B1), hotel (Use Class C1), creche/nursery (Use Class D1) and provision of associated car parking, highways, landscaping, and infrastructure
- 17/00716/OUTMAJ for the construction of up to 100 dwellings

ENVIRONMENTAL IMPACT ASSESSMENT

11. An Environmental Statement (ES) provides a systematic examination of environmental effects that may be caused by a development proposal on the receiving environment. The process allows modification of the project to minimise potentially harmful effects through the incorporation of mitigation measures and enhancement proposals within the design process.
12. The applicant submitted an Environmental Statement alongside this planning application in July 2017 which comprises the following: -
 - Environmental Statement (July 2017)
 - Non-Technical Summary
 - Introduction
 - Approach
 - Site Description
 - Alternatives
 - Proposed Development
 - Planning Policy Context
 - Socio-Economics
 - Landscape and Visual
 - Ecology and Nature Conservation
 - Archaeology and Heritage
 - Ground Conditions
 - Drainage and Flood Risk
 - Transport and Access
 - Air Quality and Dust
 - Noise and Vibration
 - Cumulative Effects
 - Summary of Mitigation and Residual Effects
13. The Environmental Statement takes account of the cumulative effects of the current proposal combined with the other 3 proposals detailed above.
14. Subsequently, an ES Addendum was submitted in February 2018 which addressed changes to the parameter plans and a revised Transport Assessment to address issues raised during consultation with statutory consultees.

15. Following further consultation with CBC, Lancashire County Council (LCC) and Highways England (HE), a review of the transport assessment work has been undertaken. As a result, additional mitigation is proposed in relation to Euxton Lane/A6 junction. The mitigation identified as part of the latest technical review supersedes that which is presented in the original ES and ES Addendum regarding Euxton Lane/A6 junction.

REPRESENTATIONS

16. In total 41 objections have been received together with one letter of support and 2 further representations neither supporting nor objecting.
17. The objections can be summarised as:
- *Principle*
 - Urbanising effect of open countryside
 - Loss of green space in the local area
 - The development will bring only limited employment for unqualified staff
 - This is Green Belt land and should be protected from development
 - There is sufficient land set aside for employment purposes at Buckshaw Village which has equally good access to the motorway network

 - *Landscape*
 - Impact on views around the canal as the development will destroy the natural beauty of this area of countryside
 - Due to the topography of the land this development would be highly visible to the detriment of the appearance of this area of open countryside
 - Development would create an eyesore at this important gateway to Chorley
 - Development will further urbanise the outskirts of Chorley

 - *Wildlife*
 - Impact on wildlife in terms of loss of habitats
 - This is one of a decreasing number of rough grassland habitats within the borough

 - *Flooding and drainage*
 - The land near the canal is waterlogged and is flooded on many occasions through the year
 - The development may affect the source and course of the River Chor
 - Will the current drainage system be able to cope with the additional demand?
 - The proposal to direct all surface water drainage from the proposed development to the River Chor may cause flooding downstream for housing and industrial premises in the

Hartwood area and other areas of Chorley – the potential for flooding must be given serious consideration by an independent party

- *Highways*

- Impact of additional traffic on congestion and accidents
- Blackburn Road suffers congestion at peak times, exacerbated by the poor design of the road which connects to Millennium Way which blocks the left hand turn at the traffic lights
- Will result in significant congestion backing up on the A674 from J8 of the M61 towards Wheelton
- There is often existing congestion on the M61 with traffic queueing on the northbound J8 slip road to exit the motorway and this will be exacerbated by the proposed development, causing highway safety issues on the motorway
- A detailed review of traffic flow for J8 of the M61 is required
- The development will create traffic chaos on J8 of the M61 and the Hartwood Roundabout
- An additional junction is required on the M61 to relieve congestion at J8 and provide access to Chorley South
- There is a case for a Chorley East Ring Road, east of the M61
- Impact of additional traffic on the Hartwood Estate which will make it increasingly difficult to access / leave the estate at peak times, and increase rat-running through the estate
- Congestion on Millennium Way and the A6 is preventing emergency vehicles accessing Chorley Hospital
- The proposed development will increase the use of Moss Lane as a rat run to avoid congestion on the M61 and Millennium Way
- There has been no investment in new road infrastructure to serve Chorley's continued growth and Buckshaw Village is still being developed out which will continue to worsen the existing situation, and the proposed development will add to this congestion
- Insufficient improvements proposed to highway infrastructure
- The traffic impact of all proposed and foreseeable development should be factored in to the assessments
- The overly simplified traffic model identifies that up to 30 minutes delay is acceptable – this is not acceptable
- Increased traffic congestion will make Chorley town centre less attractive as a destination, which runs counter to the objective to encourage more people to visit the town centre

- *Amenity and pollution*

- Impact of noise associated with operation of proposed development, with employment units of this nature typically being a 24hr operation
- Impact of additional traffic in terms of air quality, and associated impacts on health
- Air and noise pollution associated with the development will make our garden area less pleasant to use

- Impact of light pollution on surrounding residential properties associated with a 24hr operation
- *Infrastructure*
 - Impact on local infrastructure in terms of schools and health facilities
 - Chorley Hospital A&E has had major cuts and so now only opens 12 hours per day, and the proposed development will place additional strain on already stretched health services
- *Other*
 - Impact of construction traffic on Preston Road
 - The proposed development represents gross capitalism in its worst form
 - Impact on local house prices
 - Increased risk of crime
 - Displacement of existing car boot sales and other community gatherings which take place on the land
 - The layout plan shows a roundabout which would facilitate access on to land to the north. If this is adjacent land is to be developed all surveys should assess the effects of potential further expansion.

18. Blackburn Road and Great Knowley Residents' Association

Object to the application on the following grounds.

- The M61 junction and the Hartwood Hall roundabout area already operating at capacity, there are currently houses being built on Moss Lane, and the proposed development will make the situation even worse.
- To avoid congestion, people are likely to use Blackburn Road and Moss Lane to access the proposed development.

19. Councillor comments

An objection has been received from Cllrs Adrian and Marion Lowe in respect of all four related applications:

- Over-intensive development of houses – the masterplan suggested around 180 dwellings, and the applications now propose up to 288 dwellings. The number of dwellings should be reduced.
- Traffic impact – the highway network will not be able to cope with the increased volume of traffic. There will be a particular impact on the Hartwood area, taken together with the planning approval for the digital health park. Additional mitigation measures should be investigated, such as traffic lights at the Hazel Grove exist from the Hartwood estate.

- Loss of green space – loss of green space and a buffer zone with Blackburn Road.
- Phasing – if the planning applications are approved, it should be a requirement that the employment and retail elements are built out before any dwellings are built. Our original representation still stands and these proposals would be OK to deal with the current situation.

Following the additional highway modelling and resultant additional mitigation measures now proposed, Cllrs Lowe have stated that they do not consider the measures are adequate to deal with the proposed development and the resultant traffic increases. Comment is made that the area around the Junction 8 roundabout and Hartwood cannot cope as it is now.

CONSULTATIONS

20. Heapey Parish Council

- Heapey Parish Council object to all four planning applications due to the impact on local infrastructure including school places, medical and dental facilities and sewage/drainage services and the impact of increased vehicle movements on surrounding roads and Junction 8 of the M61, which currently suffer serious congestion at peak times.

21. Wheelton Parish Council

- Wheelton Parish Council objects to the application because:
 - There is potential congestion especially given the additional associated three other proposals-theoretically these could add an additional 1000 vehicles at peak times in this area (both to get to the Motorway and surrounding localities school runs. Given that most traffic now is at a standstill at peak times even the additional of half this number could significantly add to the problems
 - We believe there is still a lack of cohesive infrastructure proposals and understanding of local issues
 - The backup of traffic has a major impact on residents of Wheelton who cannot access the A674 without significant waiting times and these proposals will add to these problems. Even mini roundabouts at the entrance along the A674 to Victoria Street and Blackburn Road would not significantly ease the problem given the additional flow of traffic both ways along A674
 - These proposals will add to irreversible urbanisation, threat to character of Wheelton and ruining the nature of an area people visit for recreation.

22. Whittle-le-Woods Parish Council

- Have confirmed that they have no objections to the proposed development.

23. Technical consultees

Statutory consultees		
Coal Authority	N/A	Standing advice
Canal and River Trust	10 Aug 2017	<p>The main issues relevant to the Trust as statutory consultee on this application are:</p> <ul style="list-style-type: none"> a) Impact on the character and appearance of the waterway corridor. b) Surface water drainage c) Pollution controls <p>No objection subject to the following conditions:</p> <p>Landscaping and buffer strip for access - depending on the final scale, height and appearance of the development this could have an adverse impact on the canal corridor. This may however be able to be mitigated to a degree by the existing topography and by additional native planting on the site. The material finish of the development could also play a role in minimising the visual impact of the development, especially the treatment of the gable ends facing the canal. A clear 3m buffer strip to the top of the canal cutting should be maintained and vegetation should be kept clear of this buffer, and a clear access path maintained to enable walking along the crest of the cutting on the canal side to allow for future inspection and maintenance purposes. If the Council is minded to approve the application we would ask that a buffer zone is secured as part of the landscaping condition as well as the ongoing maintenance and management of the landscaping.</p> <p>Boundary treatment - security fencing around the site should be designed to a high standard and sited so as not to detrimentally impact upon the canal corridor.</p> <p>Drainage details – the proposed drainage arrangement for surface water discharge would be acceptable to the Trust and should not impact on the culvert underneath the canal. The Trust would however want to view the final drainage details.</p> <p>Pollution control – recommend the following condition “Prior to the commencement of development, details of appropriate</p>

		<p>mitigation measures to prevent pollution of the Leeds & Liverpool canal or other damage to the canal infrastructure or its users during the construction of the proposed development, shall be submitted to and agreed in writing by the Local Planning Authority and thereafter carried out in strict accordance with the agreed details. The details shall include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal. The development shall be carried out in strict accordance with the agreed details.”</p> <p>Himalayan Balsam – is recorded as present on the site and adjacent to the canal cutting. Removal and remediation of Himalayan Balsam should be secured by condition.</p> <p>Request the following informative: The applicant/developer is advised to contact The Third Party Works Team ((01782 779909)) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust 'Code of Practice for Works affecting the Canal & River Trust'</p>
Environment Agency	24 Jul 2017	No comments. We provided comments on the EIA scoping for this proposal. The details provided in the application confirm that the development is outside the remit of the Environment Agency.
Highways England	6 July 2018	After issuing several Holding Directions and after additional work being undertaken in connection with traffic modelling, Highways England have confirmed that they raise no objection to the application and recommend that conditions should be attached to any planning permission that may be granted.
Natural England	2 Aug 2017	No comments. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment.
Chorley Council Consultees		
CIL	21 Jul 2017	CIL Liability is not calculated at outline application stage. However, this development will be CIL Liable on approval of the final reserved matters application (if approved). Based upon this

		outline application information, this development will be subject to the CIL Charge for 'All Other Uses' as listed in Chorley Council's CIL Charging Schedule.
Environmental Health	25 Sep 2017	No objection. To minimise environmental impacts during the construction phase I would recommend that consideration is given to the addition of a condition requiring the applicant to adhere to the information contained within the Chorley Council document 'Code of Practice for Construction and Demolition'.
Tree officer	31 Jul 2017	A site visit was carried out on 28 July 2017. Trees located along the site boundary outside the boundary fence. Trees will not be impacted by the proposed development except T3 Semi Mature Elder. Trees screening the site with wildlife habitat value.
Waste and Contaminated Land	2 Aug 2017	No comments.
Lancashire County Council		
LCC Archaeology Service	10 Aug 2017	No objection – no further archaeological work is required.
LCC Education	25 Jul 2017	No comments.
LCC Highways	31 July 2018	<p>Lancashire County Council takes its responsibility seriously with respect to the current and future use of the highway network whilst also giving a high priority to supporting economic growth, the creation of jobs and access to employment, education and training.</p> <p>Highway officers of the county council have worked closely with Highways England their consultants and the developer, I can confirm that the modelling in general indicated that with the 2022 with mitigation, including network management measures, the network of junctions would operate as well as or better than 2022 'Do Minimum no development scenario'. This assumes that all obligations/measures and that all agreements with respect to all highway improvement and related works are progressed and delivered to the satisfaction of the Local Highway Authority (LHA).</p>

		<p>A fundamental element to satisfactorily deliver this development is the provision and implementation of all infrastructure. Should the developer fail to provide any element of that required the LHA cannot support this application.</p> <p>The conclusion reached requires all highway or transport related triggers and planning conditions to be agreed with the county council. It is critical that some infrastructure is delivered prior to development and others are provided in advance of them being needed.</p> <p>The full response is attached to this report at Appendix 1.</p>
LCC Public Rights of Way	28 Sep 2017	<p>Public Footpath No. 26 Chorley runs through the application site. It appears that a minor diversion of the public footpath will be required. It is not clear how the land levels will be affected by the proposed development. Presently the public footpath descends steeply from the main road as it leads north. If the area of land proposed to be developed is to be raised this could make the public footpath more accessible and remove the need to have a steep flight of steps leading away from the A674 allowing for low mobility access and cycle provision to the development.</p> <p>Public Rights of Way must not be obstructed during the proposed development. It is the responsibility of the landowner to ensure that the necessary procedures are followed for the legal diversion of the Public Right of Way if this should be necessary. If it is necessary for Public Rights of Way to be temporarily diverted or temporarily closed, this is the responsibility of the landowner to ensure that this is done following the appropriate legal procedures. The development must not commence until the necessary procedures are in place.</p>
Lead Local Flood Authority	25 Sep 2017	<p>The proposals indicate that the applicant intends to discharge surface water into the ordinary watercourse on site at a rate of 8 l/s/ha.</p> <p>There is an ordinary watercourse that travels north to south on the site. Historic maps indicate there is a culverted watercourse at the south of the site. The applicant should identify the current location of the culverted watercourse to ensure that it is appropriately accounted for and considered in the sustainable drainage design for the development proposal. Under the Land</p>

		<p>Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), consent from the Lead Local Flood Authority is required to build a culvert or structure or carry out works within the banks of any ordinary watercourse which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not.</p> <p>Subject to the findings of further investigations to establish the condition and capacity of the culverted ordinary watercourse at the south of the site, the feasibility of discharging surface water to the culverted watercourse at an agreed acceptable rate may be subject to appropriate mitigation measures.</p> <p>There is an open ordinary watercourse that traverses the site along the north of the site and north to south on the west side of the site. There is also a culverted watercourse at the south of the site. Construction within 8 metres of an open watercourse or over a culverted watercourse is not advised as access for maintenance purposes is restricted and it has the potential to pose an undue flood risk to structures should the culvert collapse or fluvial flooding occur. It is therefore advised that the applicant's proposed drainage layout plan ensures no structures are constructed within 8 metres of the top of the banks of the watercourse or over a culverted watercourse.</p> <p>It is critical the basins are constructed and operational prior to any construction phase. This will ensure that site drainage during the construction process does not enter the watercourses at un-attenuated rates causing un-necessary flood risk.</p> <p>No objection subject to the following conditions:</p> <p>Submission of a surface water drainage scheme As a minimum this shall include: Information about the lifetime of the development design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change – see EA advice Flood risk assessments: climate change allowances'), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance and easements where applicable , the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD; The drainage scheme should demonstrate that the surface water</p>
--	--	--

		<p>run-off must not exceed the existing greenfield rate which has been calculated at 8 l/s/ha. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;</p> <p>Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <p>d) Flood water exceedance routes, both on and off site;</p> <p>A timetable for implementation, including phasing where applicable;</p> <p>Site investigation and test results to confirm infiltrations rates;</p> <p>Details of water quality controls, where applicable.</p> <p>Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.</p> <p>Provision of compensatory flood storage</p> <p>No Occupation of Development until completion of SuDS in accordance with agreed SuDS Scheme and Management & Maintenance Plan</p> <p>Surface Water Lifetime Management and Maintenance Plan</p> <p>As a minimum this shall include:</p> <p>The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company</p> <p>Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:</p> <ul style="list-style-type: none">on-going inspections relating to performance and asset condition assessmentsoperation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;Means of access for maintenance and easements where applicable. <p>Construction and Operation of Pond/Attenuation Basin prior to main construction phase/occupation</p>
--	--	---

		A number of informatives are also recommended.
Lancs Fire and Rescue Service	24 Jul 2017	<p>Ensure that this development makes adequate and suitable provision of water for firefighting. As per national guidance document on the provision of water for firefighting.</p> <p>The development should fully meet all requirements of Building Regulations Approved Document B, Part B5 – ‘Access and facilities for the Fire Service’. The proposed development should be provided with suitable provision of Fire Fighting water to comply with National Guidance.</p>
Lancs Constabulary Architectural Liaison Unit	25 Jul 2017	A site specific overview of crime and bespoke advice will be provided at any future reserved matters stage. Sets out a series of detailed considerations to inform future development – not relevant to outline stage.
Other consultees		
Ramblers Association (Chorley Branch)		No comments received.
GM Ecology Unit	15 Aug 2017	<p>No objection subject to the following conditions:</p> <p>Protection of watercourses – the canal and ditch which flows along the northern boundary of the site should be protected from development, with no building materials or surface water run-off allowed to enter the watercourses.</p> <p>Site clearance - vegetation clearance should not be undertaken in the main bird breeding season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</p> <p>Trees - all trees to be retained on the site should be protected from the development to prevent damage to the root system.</p> <p>Protection should follow guidelines presented within BS 5837:2012 'Trees in relation to design, demolition &</p>

		<p>construction’.</p> <p>Lighting - any lighting (during construction and post development) should be directed away from the canal and any of the retained trees to protect bat commuting and foraging activity. Prior to the commencement of the development a lighting plan should be submitted to and agreed by the council, once agreed the plan should be implemented in full.</p> <p>Himalayan Balsam - prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species be submitted to and agreed by the council. Once agreed the method statement must be implemented in full.</p> <p>Biodiversity enhancement – opportunities should be incorporated within the development to include bat boxes, bird boxes and native tree and shrub planting.</p>
United Utilities	5 Sep 2017	<p>No objections, subject to the following conditions:</p> <p>Foul and surface water shall be drained on separate systems</p> <p>Surface water drainage scheme reflecting SuDS principles</p> <p>A water main / trunk main crosses the site and will need to maintain an access strip 2.5m either side of centre line, or will require diversion. Additional detail to be captured via informatives.</p>
Neighbouring Authorities		
Blackburn with Darwen Council		No comments received.
Bolton Council		No comments received.
Preston City Council		No comments received.
South Ribble Borough Council		No comments received.
Wigan Council		No comments received.
West Lancashire District Council	25 Jul 2017	No objection.

PLANNING CONSIDERATIONS

Principle of development

24. Policy 9(d)(i) of the Central Lancashire Core Strategy allocates land at 'Botany / Great Knowley' for sub-regionally significant employment development. The reasoned justification confirms that this is a large (approximately 20 hectares) greenfield site adjoining the Leeds Liverpool Canal in close proximity to J8 of the M61, which is ranked as a 'Good Urban' site in the employment land review (paragraph 9.13).
25. Policy EP1.3 of the Chorley Local Plan allocates 6.9 hectares of land 'Land to North East of M61 Junction (Gale Moss)' for business, general industrial or storage and distribution uses (Use Classes B1, B2 or B8). This allocation reflects the boundary of the application site. As such, the acceptability of the principle of the proposed development is established by the allocation of the site for employment purposes within the development plan.
26. Policy EP1/3 of the Chorley Local Plan states that the Council will require a masterplan or development brief for the Botany Bay / Great Knowley sites, and this is also reflected in Policy EP2 which states that development within the Botany Bay / Great Knowley Area allocation will be permitted subject to:
 - Comprehensive development of the site is demonstrated through a masterplan;
 - The implementation of development in accordance with an agreed design code;
 - A phasing and infrastructure delivery schedule for the area; and
 - An agreed programme of implementation in accordance with the masterplan.
27. The land at Botany Bay / Great Knowley has been allocated in Chorley's development plan since 2003. In November 2013, when the Council adopted the Chorley Local Plan, it was therefore recognised that as this was the second time that the land had been allocated in the development plan, if the site were not to come forward within this plan period then it would likely need to be deallocated in any future plan review on the basis of being undeliverable. As such, the Council identified the development of a masterplan for the Botany Bay Area as a corporate priority.
28. The Council facilitated the preparation of the masterplan, with stakeholders participating in the process under the terms of a Memorandum of Understanding. Planit IE were commissioned to prepare the masterplan on the basis that it should be evidence driven and where possible compliant with the Local Plan. Planit were not directed to depart from the Local Plan but it was recognised that the stakeholders, as landowners / developers should have the opportunity to maximise the value of their ownership and that any departure from planning policy should be evidence based. The masterplan was presented to the Council's Executive Cabinet on 8 December 2016 for information.

29. The masterplan identifies the application site (Land at Gale Moss) for employment purposes in line with the allocation of the site within the Local Plan.
30. In this context, the principle of the proposed development of the site for up to 27,871sqm of employment floorspace (Use Classes B2 and B8) is considered to be acceptable and fully in compliance with the allocation of the for employment purposes under Local Plan policy EP1.3.

Design and layout

31. The application is made in outline with all matters reserved except for access, which is proposed via the existing spur from the A674 roundabout (which lies within the application site).
32. The application is accompanied by a Land Use and Building Heights Parameters Plan which defines the parameters which would frame any future reserved matters application. This defines the developable area of the site for employment purposes (Use classes B2 and B8), together with associated infrastructure including car parking, landscaping, and sustainable drainage. The Parameters Plan defines a 15m maximum height for any built development on the site. It also identifies a landscape buffer strip along the northern boundary of the site to allow for vegetation screening to mitigate the visual impact of built development, recognising that the land to the north of the application site comprises open land which lies within the designated Green Belt. A similar buffer strip is also indicated to the eastern boundary of the site adjacent to the Leeds and Liverpool Canal which will help to filter views of the development in this direction.
33. An illustrative masterplan has been submitted alongside the application submission. Whilst this is not a plan for which approval is sought at this stage, it presents an illustrative indication of how the site could potentially be delivered as part of any future reserved matters application. The illustrative masterplan identifies the site being served by an internal access road, off which a number of discrete employment units are sited, with each unit being provided with its own car parking area and service / delivery yard. The illustrative masterplan shows the units sitting within a landscaped business park environment.
34. In relation to the 15m height limit defined within the Parameters Plan, it is considered that this reflects the typical height of modern portal frame employment units and recognising that this is a speculative application with no end users identified at this stage, it presents sufficient flexibility to accommodate the requirements of future end users as part of any subsequent reserved matters application. The provision of the landscaped buffer strips within the Parameters Plan provides scope for the planting of trees and vegetation along the northern and eastern boundaries of the site which would over time serve to afford screening of the development from the open land to the north. The details of landscaping would be submitted as part of any future reserved matters application.
35. As such, it is therefore considered that the application site could accommodate the proposed scale of employment floorspace with an acceptable design solution in terms of layout, appearance,

landscaping and scale, as part of any future reserved matters application. As such, the development accords with the provisions of policy BNE1 – Design Criteria for New Development of the Chorley Local Plan 2012 - 2026.

Landscape

36. A Landscape and Visual Assessment has been submitted as part of the application submission, and forms Chapter 8 of the Environmental Statement. The application site lies within the Lancashire Valleys National Character Area 35, and at a local level is located partly within the Samlesbury Withnell Fold Landscape Character Area and partly within the West Pennine Foothills Landscape Character Area. Views of the site are influenced by the local topography, with the rolling nature of the topography and field boundaries necessarily filtering views of the site. The embankment and vegetation along the A674 limits the visibility of the site from the south.
37. The assessment concludes that the effects during the construction phase will be of minor significance and of a temporary nature. In relation to the completed development, the assessment concludes that the effects will be minor and limited to the site and its immediate setting. The application site sits at a lower level than the A674 which, taken together with the existing vegetation, will afford some screening of the site from the south. As set out above, the provision of the landscaped buffer strip along the site's northern and eastern boundary provides scope for the planting of trees and vegetation which would over time serve to afford screening of the development from the open land to the north. It is recognised that the development of the site from open land to employment units will introduce a clear change in the landscape character of the site, however the principle of employment development on this site is established by its allocation within the development plan and as such, any form of employment development would result in an impact in this regard and the resultant visual impact of the development is justified by the contribution the site will make to employment. It is, however, considered that the application proposal has been designed to facilitate the mitigation of the visual impact of the development through future landscaping and planting and any visual impact is thus kept to a minimum.
38. The Landscape and Visual Impact Assessment identifies a number of measures which would further reduce the visual impact of the proposed development. These include the provision of a landscaped buffer to either side of the Public Right of Way 9-2-FP 26 which runs through the application site, screen planting along the northern boundary of the site, additional planting along the eastern boundary of the site to the Leeds Liverpool Canal, and additional planting along the southern boundary of the site to the A674. It is considered that these provisions could be secured via any future reserved matters application for landscaping, and these specific points are referenced within a proposed condition for the avoidance of doubt.
39. Subject to further consideration at Reserved matters stage the proposals are considered to accord with policy 21 – Landscape Character Areas of the Central Lancashire Core Strategy 2012 and policy EP3

– Development Criteria for Business and Industrial Development of the Chorley Local Plan 2012 - 2026.

Access and highways

40. Access is proposed from the A674 via an existing spur off a traffic island opposite the entrance to the Botany Bay retail site.
41. Although each application must be considered on its merits the cumulative impact of the current proposal and the associated proposals need to be considered.
42. Paragraph 111 of the NPPF states;
 - All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
43. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
44. A full Transport Assessment has been submitted within ES which has been prepared in accordance with the Institute of Environmental Assessment (IEA) (1993), Guidelines for the Environmental Assessment of Road Traffic.
45. The impact on the local highway network has been considered by the Local Highway Authority and their statutory comments are appended to this report.
46. The impact on the strategic highway network has been considered by Highways England who have raised no objection and recommend conditions.
47. Subject to conditions to secure the necessary mitigation measures the proposals are considered to conform to Central Lancashire Core Strategy 2012 policy 2 – Infrastructure and Policy 3 – Travel together with policies ST1, Provision or Improvement of Footpaths, Cycleways, Bridleways and their Associated Facilities in Existing Networks and New Development, ST3, Development Access, and ST4, Parking Standards of the Chorley Local Plan 2012 – 2026.
48. The Canal and River Trust (C&RT) have commented that the proposed development is opposite the Knowley footbridge over the canal which C&RT state is currently maintained to the standard required to support the small amount of pedestrian traffic that currently uses it. C&RT further state that the existing footbridge has limited capacity and would potentially see a significant increase in usage (pedestrian/cycle etc.) due to the proposed developments across the masterplan areas.

49. The applicant has, therefore, commissioned a bridge survey report which concludes that the existing bridge is already in a poor state of repair. The report demonstrates that there is a requirement for the bridge to be repaired now, and as such this is something that the C&RT should be undertaking regardless of the current applications. It is not, therefore, considered reasonable to seek a contribution towards the costs of these works.
50. The C&RT also comment regarding a new bridge which is indicated to the south east of the masterplan. This, however, lies outside of the site area for the current application and does not form part of the proposals.

Ecology

51. Core Strategy policy 22 on Biodiversity and Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area, through a series of measures including promoting the conservation and enhancement of biological diversity and seeking opportunities to conserve, enhance and expand ecological networks.
52. Policies BNE9 and BNE11 of the Chorley Local Plan 2012 – 2026 contain a number of requirements to protect and safeguard all designated sites, ecological networks and individual species as well as to provide net gains in biodiversity, where possible, and ensuring that any adverse impacts are avoided, or if unavoidable, are reduced or appropriately mitigated and/or compensated. These policies are underpinned by the Biodiversity and Nature Conservation SPD July 2015.
53. An Extended Phase 1 Habitat Survey has been submitted as part of the application submission, and forms Chapter 9 of the Environmental Statement. This was complemented with a range of further surveys to assess the presence of potential species in more detail, comprising a breeding bird survey, an amphibian survey, and otter and water vole surveys.
54. The application site falls within the SSSI Impact Risk Zone for the West Pennine Moors SSSI, which is located approximately 2.8km to the east. However the development does not fall into any of the risk categories for the SSSI and as such it is not considered that the proposed development will have any impact on the SSSI.
55. In relation to bats, the Leeds and Liverpool Canal corridor to the east of the application site and habitats around the margins of the site such as broadleaved woodland, hedgerow, scattered trees and scrub provide suitable foraging and commuting habitat for bats. These habitats would not be affected by the proposed development. The developable area of the site comprises poor semi-improved grassland, which provides low value foraging habitat for bats.
56. The breeding bird survey found that the ditch and the grassland within the site boundary provide opportunities for ground nesting birds, and that scrub, trees and plantation woodland around the site margins offer potential for nesting habitat for tree nesting birds. The scrub, tree and woodland habitats

around the site margins lie outside the developable area and the majority of the ditch habitat corridor along the bank is also to be retained and enhanced.

57. The otter and water vole survey and the amphibian survey found no evidence of protected species.
58. The submission documents have been reviewed by Greater Manchester Ecology Unit who raise no objection to the proposed development, subject to conditions relating to: i) protection of the watercourses within and adjacent to the site (the Leeds Liverpool Canal to the west of the site, and the ditch along the northern boundary of the site) during the construction phase to prevent building materials and surface water run-off from entering the watercourses; ii) preventing vegetation clearance within the main bird breeding season unless under supervision of an ecologist; iii) protection measures during the construction phase for all trees to be retained; iv) submission of a lighting plan that minimises the impact on bat foraging and commuting; v) submission of a methodology for the control of invasive species (Himalayan Balsam) on the site; and vi) submission and implementation of a scheme for biodiversity enhancement including bat boxes, bird boxes and native tree and shrub planting, conditions are recommended in this regard.
59. Subject to conditions to secure the necessary mitigation measures the proposals are considered to conform to Central Lancashire Core Strategy 2012 Policies 18 – Green Infrastructure and Policy 22 – Biodiversity and Geodiversity together with policies BNE9 – Biodiversity and Nature Conservation and BNE11 - Species Protection of the Chorley Local Plan 2012 – 2026 and the guidance contained within the Biodiversity and Nature Conservation SPD.

Trees

60. A Preliminary Arboricultural Appraisal (PAA) has been submitted as part of the application submission. Any future application for reserved matters consent will need to be accompanied by an Arboricultural Impact Assessment and Arboricultural Method Statement, to assess the impact of the development once the detailed site layout is confirmed.
61. The PAA identifies that the trees across the site are located around the periphery of the boundaries of the site and as such will not be impacted by the proposed development. Only one tree (T3) lies within the developable area of the site, which is a semi-mature elder which has been graded as Category C (trees of low quality that do not merit retention and should not constrain development).
62. The proposal is therefore considered acceptable in relation to trees subject to a condition securing tree protection measures during construction and complies with the requirements of policy BNE10 – Trees of the Chorley Local Plan 2012 – 2026.

Flood risk and drainage

63. A Flood Risk and Surface Water Drainage Assessment has been submitted as part of the application submission. The site lies entirely within Flood Risk Zone 1 (low risk). There is an existing ditch which runs along the northern boundary of the site which collects surface water run off before flowing to a spur running south across the site where it becomes culverted before passing beneath the M61.
64. A desk based assessment of the underlying geology indicates that the site is underlain with glacial till which is typically of low permeability and as such unsuitable for soakaways / infiltration. The Flood Risk and Surface Water Drainage Assessment identifies that it is proposed to discharge surface water to the existing system of drainage ditches on the site, and that the post-development surface water discharge rate would be attenuated to greenfield run-off rates in accordance with the requirements of the Strategic Flood Risk Assessment. It also confirms that the detailed design of the surface water drainage system will ensure no surface flooding during a 1 in 30 year storm event, and that internal floor levels within the proposed development will be raised by 150mm above the general site levels to ensure they will not be susceptible to flooding from any local on-site blockages.
65. This has been reviewed by Lancashire County Council as Lead Local Flood Authority (LLFA), and by United Utilities. The LLFA highlight that whilst the desk based assessment indicates that ground conditions are likely to be unsuitable for infiltration, a full ground investigation will be required to fully explore the opportunities for ground infiltration to manage surface water. The LLFA raises no objection to the proposed development subject to the following conditions: i) submission and implementation of a surface water drainage scheme that demonstrates surface water run-off does not exceed the existing greenfield rate (8 l/s/ha), ii) submission and implementation of a management and maintenance plan for the sustainable drainage system for the lifetime of the development; and iii) that attenuation basins and flow control devices / structures are constructed and operational prior to the commencement of development on any plots / buildings.
66. United Utilities raise no objection to the proposed development, subject to conditions requiring foul and surface water to be drained on separate systems, and submission and implementation of a surface water drainage scheme utilising sustainable drainage.
67. Subject to conditions the proposed development is therefore considered to be acceptable in terms of flood risk and drainage and complies with policy 29 – Water Management of the Central Lancashire Core Strategy 2012.

Heritage

68. A Heritage Desk-Based Assessment has been submitted as part of the application submission.
69. Moss Lane Farmhouse (a Grade II* listed building) lies approximately 550m to the north of the site boundary.

70. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, “special regard” will be given to the “desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
71. In terms of the test within the NPPF paragraph 193 states that when considering the impact of a proposed development 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. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. In the case of this proposal the development has the potential to impact upon the setting of the heritage asset but would not lead to its loss and as such the development would lead to less than substantial harm.
72. Paragraph 196 of the NPPF goes on to state that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
73. Similar provision is made in the Central Lancashire Core Strategy 2012 policy 16 (a), Heritage Assets and Chorley Local Plan 2012 – 2026 policy BNE8 – Protection and Enhancement of Heritage Assets which both require development to safeguard heritage assets from inappropriate development that would cause harm to their significance.
74. The significance of Moss Lane Farmhouse lies in its architectural and historic interest as a 17th century farmhouse with some 18th century additions. The farmyard and associated barn form the principal setting of the farmhouse, with the agricultural fields which surround the farmhouse forming part of its wider setting. Beyond the fields lie the M61 to the west and built development to the east. Whilst the development would be visible from glimpsed views, it is considered that the vegetation, trees, topography of the landscape and the existing buildings which lie between the farmhouse and the application site along Moss Lane, would largely serve to screen views of the proposed development. As such it is considered that there would be a minor/negligible impact on the wider setting of the listed building, but that the building’s significance and its principal setting would be unaffected. In relation to the degree of harm caused to the heritage asset, it is considered that the small amount of negligible harm that would result is easily offset by the economic and social benefits that would be derived from the proposed employment site.
75. The Heritage Desk-Based Assessment identifies that the site has low/nil potential for evidence from the prehistoric, Romano-British, early medieval, medieval and post-medieval/modern periods and as such concludes that no additional archaeological works are necessary in association with the development of this site.

76. The submission documents have been reviewed by Lancashire Archaeological Advisory Service who have confirmed that they concur with the conclusions of the assessment and that no further archaeological work is required.
77. Canal Mill is a non-designated asset which lies beyond the western boundary of the site but which is of local archaeological and historic interest. As highlighted by the Canal and Rivers Trust the Leeds and Liverpool canal, which runs adjacent to the western boundary of the site, can also be considered to be a non – designated heritage asset in its own right, however there are no historic canal bridges or locks nearby, which where they are found elsewhere on this stretch of waterway are grade II listed - for example Moss Lane Bridge no. 80 which is 480 metres north of the site.
78. Paragraph 197 of the NPPF advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
79. Whilst the setting of Canal Mill and the canal will be affected as part of the development proposals, which would inevitably have an urbanising effect, this harm must be balanced against benefits of the proposal and it is considered that the limited harm which would occur would easily be outweighed by the social and economic benefits of the proposal.
80. In consideration of the above, it is considered that the proposed development is acceptable as it will preserve the appearance of the nearby listed buildings and thus also sustain the significance of these designated heritage assets. The negligible harm to the setting of nearby heritage assets is justified by the economic and social benefits of the development. Accordingly it is considered that the proposed development is in conformity with S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, policy 16 of the Central Lancashire Core Strategy 2012 and policy BNE8 of the Chorley Local Plan 2012 – 2026 with respect to heritage impacts.

Amenity

81. The nearest residential properties to the proposed development lie approximately 250m to the north of the application site around Moss Lane. The nearest residential properties within Great Knowley along Blackburn Road lie approximately 280m to the west of the application site. The residential development proposed as part of the related planning applications for the two sites known as 'Land at Great Knowley' (EP1.1/HS1.8)(application references 17/00714/OUTMAJ and 17/00716/OUTMAJ) would, subject to the approval of these applications and their subsequent implementation, represent the closest residential properties to the application site, lying approximately 60m to the west across the Leeds Liverpool Canal.
82. The noise and vibration impacts that could arise as a result of the proposed development have

been assessed as part of the application submission. The assessment evaluated the potential noise impacts during the construction phase and following the completion of development during the operational phase. The assessment noted that the general sound climate around the site comprises mainly of traffic noise associated with the M61. The assessment concludes that whilst construction works have the potential to impact sensitive receptors in close proximity to the site, the application of appropriate measures (secured through a Construction and Environmental Management Plan) would serve to mitigate the potential effects, which would be both temporary and limited.

83. The Council's Environmental Health Officer has reviewed the submitted information and raises no objection on the basis that the proposed development is not located within close proximity to existing residential properties. The Environmental Health Officer does, however, recommend that to minimise environmental impacts during the construction phase, the applicant should be required to adhere to the Council's Code of Practice for Construction and Demolition. A condition requiring submission of a Construction and Environmental Management Plan is recommended to mitigate impacts during the construction phase.
84. Whilst the site is not located within, or in the vicinity of an Air Quality Management Area (AQMA), Chapter 14 of the ES assesses the air quality and dust impacts of the development proposals and concludes that the application scheme would not have an adverse impact with regards to air quality and dust.
85. Whilst construction works have the potential to produce dust and other fine particles which may cause air quality nuisance, the application of appropriate measures (secured through a Construction and Environmental Management Plan) will ensure that the potential effects would be negligible and the proposal would comply with policy 30 of the Central Lancashire Core Strategy 2012 – Air Quality.
86. Some degree of impact from artificial illumination of the site is also to be expected, however, this would be seen in the context of J8 of the M61 and the A674 which are both illuminated. Lighting would be further controlled at reserved matters stage and the proposal is considered capable of complying with policy BNE6 – Light Pollution of the Chorley Local Plan 2012 – 2026.

Minerals and coal mining

87. The site has underlying sand and gravel deposits including Lower Haslingden Flags Sandstone bedrock which are regarded as a Mineral Resource.
88. 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.

89. The application is supported by a Minerals Assessment which states that based on the site investigation undertaken at the adjacent site, it is anticipated that the sand and gravel resource is not pure and is likely to have significant clay content and generally medium to high cobble content. As such the minerals would require significant processing prior to use and therefore may not be an economically viable resource.
90. Further the mineral resource was not present continuously across the adjacent site and varied in depth and thickness and due to the presence of the M61, the A674 and the Leeds and Liverpool Canal along three of the sites boundaries, the significant extraction of the resource is deemed unlikely. The requirements for easements from the highways and canal would be significant and would reduce the workable mineral resource to a level whereby it is likely to be uneconomic.
91. Given that the site has been allocated for employment use as part of the EP1 Policy, the site is protected for employment use between 2012 and 2026. The Chorley Local Plan 2012 – 2026, which would have taken into account the presence of the mineral resource at the time of allocation, states that there is potential for economic growth within the area to provide jobs and services if employment land is made available. The value of the land in planning terms is thus considered more valuable to deliver employment uses in line with the Local Plan than to deliver a marginal and difficult to process mineral resource.
92. 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.
93. The site lies within a Coal Authority Mining Report Area, however the Geo Environmental Assessment submitted with the application indicates that a Coal Mining Report obtained for a previous Environmental Desk Based Study for a site to the west of the Leeds and Liverpool Canal, within a similar geological setting, indicated that the site is not within a likely zone of influence of past or present underground workings.

Sustainable resources

94. Policy 27 of the Core Strategy seeks to incorporate sustainable resources into new development through a number of measures. The proposed development is within the threshold category of criterion b of the policy which requires either additional fabric insulation measures or appropriate decentralised, renewable or low carbon energy sources are to be installed and implemented to reduce CO2 emissions by a minimum of 15%. This is in addition to achieving a BREEAM 'very good' rating for energy efficiency.
95. Conditions are recommended to secure the development in terms of sustainable resources.
96. The proposed development is, therefore, considered to be in conformity with policy 27 of the Core Strategy.

Employment skills

97. The Central Lancashire Employment Skills Supplementary Planning Document, adopted in September 2017, identifies a number of key sites being bought forward including the application site at Botany Bay/Great Knowley, which constitutes part of a highly accessible 20 hectare site situated adjacent to junction 8 of the M61, which is allocated as a site for sub regionally significant development including B1, B2 and B8 but also retail, housing and leisure.
98. The employment skills 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 NPPF. 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 and the SPD seeks to;
- 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
99. 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 to benefit both the developer and local population. It 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
100. Section 7 of the ES assesses the potential socio economic impacts of the development including;

- The potential effects of the proposed development arising through construction, eg the temporary construction employment associated with the proposed development of new employment floorspace.
- The potential effects of the proposed development arising through new employment floorspace (e.g. the permanent jobs supported once all new employment floorspace is developed and occupied).

101. The applicant anticipates the proposed development will provide a range of construction jobs, estimated to be approximately 50 temporary construction jobs per annum over the build period and a further 130 FTE jobs could be supported through indirect and induced multiplier effects.

102. The measures indicated in the Employment Skills Statement can be secured via a planning condition.

Community Infrastructure Levy (CIL)

103. CIL Liability is not calculated at outline application stage, however, this development will be CIL Liable on approval of the final reserved matters application (if approved). Based upon this outline application information, this development will be subject to the CIL Charge for 'All Other Uses' as listed in Chorley Councils CIL Charging Schedule.

Conclusion

104. Section 38(6) of the Planning & Compulsory Purchase Act 2004, *requires decisions on planning applications to be made in accordance with the development plan unless material considerations indicate otherwise*. Para 11 of the NPPF includes a similar provision whereby Local Planning Authorities should approve development which accords with the development plan without delay.

105. The application site is an allocated site under policy 9(d)(i) of the Central Lancashire Core Strategy which allocates land at 'Botany / Great Knowley' for sub-regionally significant employment development. Policy EP1.3 in the Chorley Local Plan 2012 – 2026, allocates 6.9 hectares of land 'Land to North East of M61 Junction (Gale Moss)' for business, general industrial or storage and distribution uses (Use Classes B1, B2 or B8). This allocation reflects the boundary of the application site. As such, the principle of the proposed development is established by the allocation of the site for employment purposes within the development plan.

106. The development proposal for employment floorspace (Use Classes B2 and B8) is clearly in accordance with the provisions of the Local Plan and notwithstanding comments which have been made objecting to the proposal there are no material considerations which indicate that permission should not be granted in this case.

107. The submitted Environmental Statement demonstrates that the proposal would not have significantly detrimental environmental effects and those negative impacts which do occur are easily outweighed by the benefits which arise from the development.

108. It is recommended that Members be minded to approve the application subject to conditions and no intervention from the Secretary of State in respect of the associated planning application reference 17/00716/OUTMAJ which is also reported on this agenda.

RELEVANT HISTORY OF THE SITE

There is no relevant planning history

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