

## Planning Committee

Tuesday, 16th January 2024, 6.30 pm

Council Chamber, Town Hall, Chorley and [YouTube](#)

### Agenda

#### Apologies

- 1 **Minutes of meeting Tuesday, 19 December 2023 of Planning Committee** (Pages 3 - 6)
- 2 **Declarations of Any Interests**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.
- 3 **Planning applications to be determined**

The Head of Planning and Enforcement has submitted five applications to be determined (enclosed).

Plans to be considered will be displayed at the meeting or may be viewed in advance by following the links to the current planning applications on our [website](#).

  - a **23/00257/OUTMAJ - The Bungalow, Hornby Road, Chorley, PR6 0LT** (Pages 7 - 32)
  - b **23/00477/FUL - Riley Green Marina, Bolton Road, Hoghton**

This item has been withdrawn from the agenda.
  - c **23/00753/FUL - Brothers Residence, Lisieux Hall, Dawson Lane, Whitte le Woods, Chorley, PR6 7DX** (Pages 33 - 54)
  - d **23/00841/ADV - The Gables Care Home, 25 Southport Road, Chorley, PR7 1LF** (Pages 55 - 68)
  - e **23/00893/FUL - Boro Corn Mill, 48 Cunliffe Street, Chorley** (Pages 69 - 88)

- 4 **Chorley Borough Council Part of Footpath 26 (Chorley North and Astley) Public Path Diversion Order 2024**
- 5 **Any urgent business previously agreed with the Chair**

(Pages 89 -  
126)

Chris Sinnott  
Chief Executive

Electronic agendas sent to Members of the Planning Committee Councillor June Molyneux (Chair), Councillor Alex Hilton (Vice-Chair) and Councillors Sarah Ainsworth, Karen Derbyshire, Gordon France, Danny Gee, Samir Khan, Alistair Morwood, Debra Platt, Chris Snow, Craige Southern, Neville Whitham and Alan Whittaker.

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or [chorley.gov.uk](http://chorley.gov.uk)

[To view the procedure for public questions/ speaking click here and scroll to page 119](#)



**Minutes of Planning Committee**

**Meeting date Tuesday, 19 December 2023**

**Committee Members present:** Councillor June Molyneaux (Chair), Councillor Alex Hilton (Vice-Chair) and Councillors Sarah Ainsworth, Gordon France, Danny Gee, Samir Khan, Alistair Morwood, Debra Platt, Arjun Singh, Chris Snow, Craige Southern, Neville Whitham and Alan Whittaker

**Other Members present:** Councillor Pauline McGovern

**Officers:** Adele Hayes (Head of Planning and Enforcement), Mike Halsall (Principal Planning Officer), Tasneem Safdar (Legal Services Team Leader), Matthew Pawlyszyn (Democratic and Member Services Officer), and Daniel Cowton (Senior ICT Technician).

**Apologies:** Councillor Karen Derbyshire

A video recording of the public session of this meeting is available to view on [YouTube](#)

#### **43 Declarations of Any Interests**

Councillor Debra Platt declared a personal, non-pecuniary interest for application 3a) 23/00530/OUTMAJ - *Chorley Rugby Union Club, Chancery Road, Astley Village*

#### **44 Minutes of meeting Tuesday, 5 December 2023 of Planning Committee**

**Resolved: that the minutes of the meeting Tuesday, 5 December 2023 of the Planning Committee be approved as a correct record.**

#### **45 Planning applications to be determined**

The Head of Planning and Enforcement submitted six planning applications to be determined. Plans considered were displayed at the meeting and can be viewed by following the links to the current planning applications on our [website](#)

*Councillor June Molyneaux left the meeting at 18:34*

**a 23/00530/OUTMAJ - Chorley Rugby Union Club, Chancery Road, Astley Village**

Public speakers: Mike Peet (Supporter) and Graham Brown (Applicant)

*The meeting was adjourned at 19:06 and resumed at 19:09*

After careful consideration, an amendment was proposed by Councillor Craig Southern and seconded by Councillor Debra Platt to refuse planning permission on the grounds that the application was contrary to Paragraph 103 of the National Planning Policy Framework. This was **lost (4 for, and 8 against)**.

A second amendment was proposed by Councillor Debra Platt, seconded by Councillor Danny Gee to refuse planning permission on the grounds that the application was contrary to BNE1 of the Chorley Local Plan 2012-2026. This was **lost (4 for, and 8 against)**

It was then proposed by Councillor Alistair Morwood, seconded by Councillor Alan Whittaker to approve officer recommendations, and it was **resolved (8 for and 4 against) that outline planning permission be approved subject to conditions and a Section 106 agreement.**

*Councillor June Molyneaux returned to the meeting at 19:14*

**b 22/00631/FULMAJ - Land Adjacent Rossendale Drive, Adlington**

After careful consideration, it was proposed by Councillor Alan Whittaker, seconded by Councillor Chris Snow and **resolved unanimously that planning permission be granted subject to conditions and a Section 106 legal agreement to secure the following**

- **30% (41) of the dwellings to be affordable with 70% (29) of these to be social rented and 30% (12) for shared ownership.**
- **A contribution of £535,396 (or £517,586 if private maintenance is proposed) towards the delivery, management and maintenance of public open space.**
- **£6,000 to secure a Travel Plan.**

**c 23/00712/FUL - Head O'th Marsh Farm, Sandy Lane, Brindle**

Public speakers: Councillor Pauline McGovern (Ward Councillor) and Louise Leyland (Agent)

After careful consideration, it was proposed by Councillor Hilton, seconded by Councillor Chris Snow and **resolved (12 for, 0 against and 1 abstention) that planning permission be granted subject to conditions and a section 106 legal agreement to secure a financial contribution of £983 towards the provision of equipped play area for children/young people.**

**d 23/00713/LBC - Head O'th Marsh Farm, Sandy Lane, Brindle**

Public speakers: Councillor Pauline McGovern (Ward Councillor) and Louise Leyland (Agent)

After careful consideration, it was proposed by Councillor Hilton, seconded by Councillor Chris Snow and **resolved (12 for, 0 against and 1 abstention) that listed building consent be granted, subject to conditions.**

**e 23/00749/REM - Eccleston Equestrian Centre, Ulnes Walton Lane, Ulnes Walton**

After careful consideration, it was proposed by Councillor Alistair Morwood, seconded by Councillor Craige Southern and **resolved unanimously that reserved matters consent be granted for the details of appearance and landscaping, subject to conditions.**

**f 23/00811/PIP - Land On The South Side Of Town Lane, Whittle-Le-Woods**

Public speakers: Roger Tyrer (Objector) and Mark Flaherty (Agent)

After careful consideration, it was proposed by Councillor Alex Hilton, seconded by Councillor Craige Southern and **resolved (12 for, 0 against and 1 abstention) that planning in principle be granted.**

Chair

Date

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**APPLICATION REPORT – 23/00257/OUTMAJ****Validation Date: 20 April 2023****Ward: Chorley East****Type of Application: Major Outline Planning****Proposal: Outline application for the erection of up to 12no. dwellings, following the demolition of the existing dwelling and outbuildings, with all matters reserved save for access.****Location: The Bungalow Hornby Road Chorley PR6 0LT****Case Officer: Daniel Power****Applicant: Mr Peter E Gilkes****Agent: Mr Peter E Gilkes****Consultation expiry: 23 October 2023****Decision due by: 22 December 2023**

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**RECOMMENDATION**

1. It is recommended that outline planning permission is granted, subject to conditions and a S106 legal agreement to secure the following:
  - £35,880 for public open space contributions
  - £49,506 for two additional secondary school places

**SITE DESCRIPTION**

2. The application site is located within the core settlement area of Chorley, to the south of Quarry Road. To the north and south of the site are residential properties, with the estate to the north being an allocated site that is now fully built out. On the eastern side of the site is allocated open space of Fell View Park and to the west further residential properties, and a commercial property. There is also a childrens play area to the south east of the site.
3. The site currently forms part of the garden of The Bungalow and is approximately 0.4 hectares in size. The existing bungalow is located to the northern part of site, with the remainder of the site being devoid of any other built form. The eastern boundary of the site has a number of matures trees, which are part of the open space, with the remainder of the site being largely grass with some trees and hedges.

**DESCRIPTION OF PROPOSED DEVELOPMENT**

4. The application seeks outline planning permission for the erection of up to 12 no. dwellinghouses, including the provision of a new access from Quarry Road, to the north western edge of the site. All other matters are reserved. The application states that the dwellings would be detached and of varying design, and an illustrative site plan has

been provided, which demonstrates one possible format in which the site could be developed.

## REPRESENTATIONS

5. Six letters of objection have been received and can be summarised as follows:
  - Would devalue neighbouring properties.
  - Reduce light to rear gardens.
  - Harmful impact to neighbouring privacy
  - Would result in the loss and harmful to wildlife.
  - Would have a harmful impact to the local highway network.
  - Traffic from heavy vehicles causing potential road damage.

## CONSULTATIONS

6. CIL Officers - 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).
7. Environment Agency – No comments have been received.
8. Greater Manchester Ecology Unit – No objections to the proposal, suggest conditions relating to site clearance and biodiversity enhancements.
9. Lancashire Highway Services - Does not have any objections regarding the proposed outline application for the erection of up to 12no. dwellings. LCC Highways recommends conditions relating to construction of the site access and Traffic Management Plan,
10. Strategic Housing -The number of dwellings proposed is 12 which is below the site threshold of 15 dwellings (0.5 ha or part thereof) at this location. Therefore Policy 7: Affordable and Special Needs Housing is not applicable.
11. Lead Local Flood Authority – Following additional information, LLFA have no objections subject to conditions.
12. Parish Council - No comments have been received.
13. Planning Policy (Open Space) – The proposal required a contribution towards open space of £35,880.
14. Trees - Recommend an impact assessment is undertaken if the development is to proceed and an appropriate tree protection plan and method statement are in place prior to any construction activity on site. Any trees to be removed should be replaced on a one for one basis, with species appropriate for the location.
15. Lancashire County Council (Education) - Have responded to the consultation and more detail of their response is provided later in this report. In summary, two additional secondary school places will be required as a result of this proposal, generating a required contribution from the developer of £49,506.
16. United Utilities – No objections subject to conditions.

## PLANNING CONSIDERATIONS

### Principle of development

17. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that if regard is to be had to the development plan for any determination then that



determination must be made in accordance with the plan unless material considerations indicate otherwise.

18. The Development Plan comprises the adopted Central Lancashire Core Strategy (2012) and the adopted Chorley Local Plan 2012- 2026.
19. The proposal is in Chorley Town, which Core Strategy Policy 1 defines as a Key Service Centre, where growth and investment, including housing growth, should be concentrated.
20. The application site is located within the Settlement Areas of Chorley as allocated within policy V2. Policy V2 states that within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and the other Policies and Proposals within this Plan.
21. The current use of the site is as a dwellinghouse and associated garden. As such the development of the site should be considered in relation to policy HS3 of the Chorley Local Plan 2012 – 2026. This states that development within private residential gardens on sites not allocated for housing will only be permitted for:
  - a) *appropriately designed and located replacement dwellings where there is no more than one for one replacement.*
  - b) *the conversion and extension of domestic buildings.*
  - c) *Infill development on gardens. Infill is the filling of a small gap in an otherwise built-up street frontage, e.g. typically a gap which could be filled by one or possibly two houses of a type in keeping with the character of the street frontage.*
22. The application proposes to demolish the existing bungalow on the site and increase the number of dwellings, with a total of 12. The existing bungalow is unusual within the area, in that it is a single dwelling within a large garden area. While the application seeks outline consent, an indicative layout has been submitted showing that the 12 no dwellings can be located within the site that would broadly accord with the prevailing pattern of development that would reflect the density of development in the area. The proposed development does not specifically comply with criteria (b) due to the nature of what is proposed. With regards to criteria (c), the site does form a gap in the pattern of development along Quarry Road with an existing access to Hornby Road. As outlined above, the application site is unusual in that it has a large garden, with development to the north, west and south of the site, and is therefore largely enclosed by development. As such it represents an opportunity for infill development within the settlement.
23. Policy HS3 1) states that *when assessing applications for garden sites, the Council will also have regard to; Sustainability, such as access to public transport, schools, businesses and local services and facilities.* As outlined above the application site is located within the Settlement Areas of Chorley as allocated within policy V2. The site is therefore considered to be within a sustainable location with access to public transport and local amenities.
24. The application proposes up to 12 no. dwellings within an established residential area, which would reflect the density of the locality, therefore the principle of the development is considered acceptable.

#### Highway safety

25. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that the residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the

number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction.

26. The site would be accessed from Quarry Road, which is part adopted and the adopted highway extents are to the footway on the east side of the proposed access. The site is within a 20mph area and is street lit and has footways on both sides of the road. The highway authority has no objections to the proposed access. The illustrative site layout plan adequately demonstrates that the site could provide off street parking and vehicle manoeuvring areas in line with the parking standards set out in policy ST4 of the Chorley Local Plan 2012 – 2026 and Appendix A.
27. The proposal is considered to be acceptable in terms of highway safety having regard to policy BNE1 (d) of the Chorley Local Plan.

#### Impact on the character and appearance of the area

28. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials; and that the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area.
29. An illustrative site layout plan has been submitted with the application, which demonstrates 12 no. dwellings within the site, with 4 no. detached properties and the rest semi-detached. The indicated pattern shown on the submitted plan demonstrates that a development could come forward that would retain the character of the wider area. As this is an outline application, a future reserved matters application would fully consider this matter, however, the scale and pattern of development in the area provides cues as to the eventual design and layout of any development at the site.

#### Impact on neighbouring amenity

30. Policy BNE1 (Design Criteria for New Development) of the Chorley Local Plan 2012 - 2026 stipulates that planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development the proposal would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact; and that the proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses.
31. Given this is an outline application, the impact of the proposal on neighbour amenity would be a detailed matter that could only be assessed at reserved matters stage. Any proposed scheme would need to ensure that an acceptable layout is achieved with adequate separation distances, to avoid adverse impacts on neighbouring residential amenity, and that of future occupiers. That said, given the proximity of the nearest existing dwellings to the application site, it is considered that a scheme could be designed that would avoid any unacceptable impacts with regards to residential amenity.
32. In terms of land use compatibility, the proposed residential use would be compatible with neighbouring uses.

#### Flood risk and drainage

33. The application site is not located in an area that is at risk of flooding from pluvial or fluvial sources, according to Environment Agency mapping data. In accordance with the

Framework and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water and surface water draining in the most sustainable way.

34. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. As such the developer should consider the following drainage options in the following order of priority:
1. into the ground (infiltration);
  2. to a surface water body;
  3. to a surface water sewer, highway drain, or another drainage system;
  4. to a combined sewer.
35. It is recommended that the applicant implements a scheme in accordance with the surface water drainage hierarchy outlined above. United Utilities and the Local Lead Flood Authority have requested conditions relating to this matter.

#### Ecology and trees

36. Policy BNE9 (Biodiversity and Nature Conservation) of the Chorley Local Plan 2012 – 2026 stipulates that Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced; and that priority will be given to, among other things, protecting, safeguarding and enhancing habitats for European, nationally and locally important species.
37. The Council's ecological advisors have reviewed the submitted ecological assessments submitted in support of the application and have responded with no objection to the proposal. They have suggested a condition be attached to any grant of planning permission relating to site clearance and biodiversity enhancements.
38. The site contains some hedgerows and trees and the Tree Officer has requested a condition to be attached requiring the submission of an Arboricultural Method Statement and Tree Protection Plan in support of any future reserved matters application.
39. In light of the above, the potential ecological and arboricultural impacts of the proposal are considered acceptable, subject to conditions. The proposal is therefore considered to comply with policy BNE9 of the Chorley Local Plan (2012-2016).

#### Public open space

40. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided. In accordance with this policy the following financial contribution is required:

Amenity greenspace	= £8,400 (if private maintenance not proposed)
Equipped play area	= £1,608
Parks/Gardens	= £0
Natural/semi-natural	= £6,684
Allotments	= £0
Playing Pitches	= £19,188
<b>Total</b>	<b>= £35,880</b>

#### Community Infrastructure Levy

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

development and the charge is subject to indexation in accordance with the Council’s Charging Schedule.

**CONCLUSION**

42. The proposal is located within a Settlement Boundary and is considered to comply with policy HS3 of the Chorley Local Plan and is therefore acceptable in principle. The application seeks outline consent save for access, which is considered acceptable. The remaining matters of appearance, landscaping, layout and scale will be considered in a future reserved matters application. The application is, therefore, recommended for approval accordingly, subject to conditions.

**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

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

Title	Plan Ref	Received On
Site Location Plan	PEG V1	21 March 2023
Sight Line Illustration		21 April 2023

*Reason: For the avoidance of doubt and in the interests of proper planning*

3. For each phase, with any reserved matters application or prior to excavation of the foundations for any dwellings, samples of all external facing and roofing materials for that phase (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the local planning authority. All works shall be undertaken strictly in accordance with the approved details.

*Reason: to ensure the final development is suitable to the character of the area.*

4. The occupation of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;

- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

*Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.*

5. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations). In the event of surface water discharging to the public combined sewer, the rate of discharge shall be restricted to 5 l/s;
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

*Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.*

6. No part of the development hereby approved shall commence until a scheme for the construction of the site access has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980.

*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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.*

7. No part of the development hereby approved shall be occupied until the approved scheme referred to in condition @ has been constructed and completed in accordance with the approved scheme details, without prior agreement from the Local Planning Authority.

*Reason In order that the traffic generated by the new development does not exacerbate unsatisfactory highway conditions in advance of the first occupancy or trading.*

8. Prior to the commencement of development a Traffic Management Plan (TMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the

highway authority). The TMP shall include and specify the provisions to be made for the following:-

- o The parking of vehicles of site operatives and visitors;
- o Loading and unloading of plant and materials used in the construction of the development;
- o Storage of such plant and materials;
- o Wheel washing facilities;
- o Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
- o Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

*Reason to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.*

9. 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.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:

- 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 runoff rate from the site prior to redevelopment.
- b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

*Reason: 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 surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 167 of the National Planning Policy Framework.*

10. No development shall commence in any phase 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 indicative surface water sustainable drainage strategy (C1064 Rev. 1- Hamilton Technical Services - 14/09/2023) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
  - i. 100% (1 in 1-year) annual exceedance probability event;
  - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
  - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep

Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.

b) Final sustainable drainage plans appropriately labelled to include, as a minimum:

- 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;
- 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;
- iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
- iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
- v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
- vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
- vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;

c) Evidence of an assessment of the existing on-site sewer to be used, to confirm that these systems are in sufficient condition and have sufficient capacity to accept surface water runoff generated from the development.

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.

e) A model of the existing drainage system to demonstrate: i. Current runoff rates and volumes for the 100% (1 in 1-year), 3.3% (1 in 30-year) and 1% (1 in 100-year) annual exceedance probability events (with a 45% climate change allowance and urban creep allowance).

ii. That flooding does not occur on any part of the site for the 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change

iii. That flooding does not occur in any buildings for the 1% (1 in 100-year) annual exceedance probability event + 45% climate change

The sustainable drainage strategy shall be implemented in accordance with the approved details.

*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.*

11. The occupation of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

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.

*Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters,*

*property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 167 and 169 of the National Planning Policy Framework.*

12. Prior to the construction/provision of any utility services, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to, and approved in writing by, the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a super-fast broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works within the site boundary only.

*Reason: To future-proof the development.*

13. For each phase, with any reserved matters application or prior to the construction of any part of any dwelling above ground level, full details of the alignment, height and appearance of all fences, walls and gates to be erected on the site (notwithstanding any such details shown on previously approved plans) for that phase shall be submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until all fences, walls and gates shown on the approved details to bound its plot have been erected in conformity with the approved details. Other boundary treatments shown in the approved details shall be erected in conformity with the approved details prior to occupation of the final dwelling of the development.

*Reason: To ensure the boundary treatments are appropriate.*

14. For each phase, with any reserved matters application or prior to the laying of any hard landscaping (ground surfacing materials) full details of their colour, form and texture for that phase shall be submitted to and approved in writing by the local planning authority. The development shall be undertaken strictly in accordance with the approved details and shall be completed in all respects before occupation of the final dwelling in that phase.

*Reason: To ensure the hard landscaping measures are appropriate.*

15. Either with any reserved matters application for a phase or prior to the commencement of each phase full details of the existing and proposed ground levels and proposed dwelling finished floor levels (all relative to ground levels adjoining the site) 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.

*Reason: To ensure the final development is not harmful to the character of the area or residential amenity*

16. No development shall take place (including demolition, ground works, vegetation clearance) until a scheme for offsetting biodiversity impacts to achieve net gain shall be submitted to and approved in writing by the Local Planning Authority.

The proposed offsetting scheme shall be based upon the submitted Biodiversity Net Gain Assessment, dated August 2022 and produced by ERAP Ltd, and shall:

- a) be based on prevailing DEFRA guidance;
- b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site;
- c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric;
- d) include the identification of a receptor site or sites;
- e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme;
- f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures);
- g) Timetable for implementation.



The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.

*Reason: To deliver biodiversity net gain and compensate for the loss anticipated at this site as a result of the proposed development.*

17. No works to trees or shrubs 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 Local Planning Authority.

*Reason: Wild birds and their eggs are protected under Part 1 of the Wildlife and Countryside Act 1981, which makes it illegal to kill or injure a bird and destroy its eggs or its nest whilst it is in use of being built.*

18. Prior to the commencement of development or as part of any reserved matters application, an Arboricultural Method Statement and Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in strict accordance with the approved details.

*Reason: To minimise any negative impact on the hedgerows and trees within and near the site that are to be retained.*

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The Bungalow Hornby Road off Quarry Road Chorley PR6 0LT



**Promap**

LANDMARK INFORMATION

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## Planning Committee Meeting

16<sup>th</sup> January 2024



# Item 3a

23/00257/OUTMAJ

The Bungalow, Hornby Road, Chorley

Outline application for the erection of up to 12no. dwellings, following the demolition of the existing dwelling and outbuildings, with all matters reserved save for access.

# Location Plan



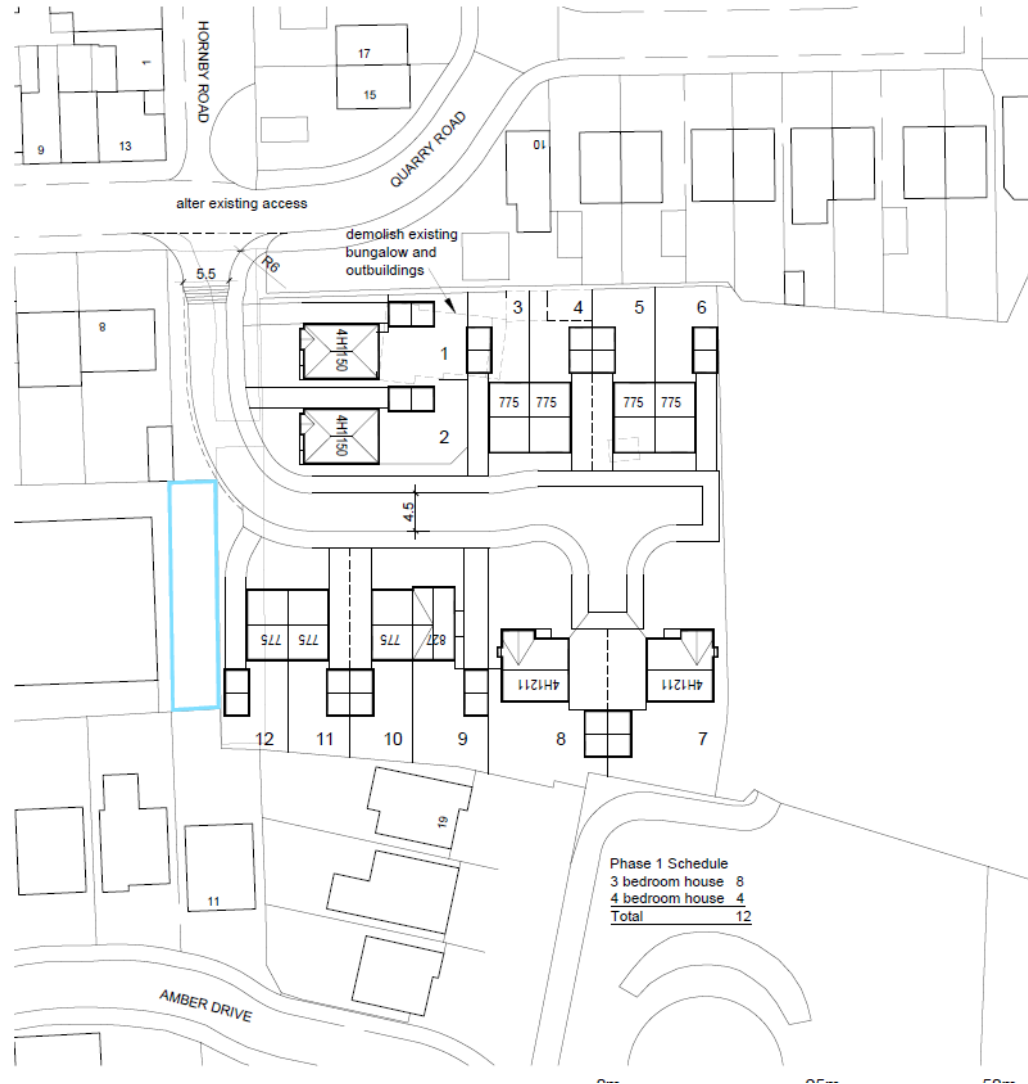
# Aerial photo



Application Site



# Indicative Layout Plan



# Site Photos



# Site Photos – Existing access



# Site Photos – Existing Bungalow



# Site Photos – Facing west



# Site Photos – Facing north



# Site Photos – Facing south



# Site Photos



**APPLICATION REPORT – 23/00753/FUL**

**Validation Date: 28 September 2023**

**Ward: Buckshaw And Whittle**

**Type of Application: Full Planning**

**Proposal: Conversion of existing building to 5no. assisted living apartments (Use Class C3)**

**Location: Brothers Residence Lisieux Hall Dawson Lane Whittle-Le-Woods Chorley PR6 7DX**

**Case Officer: Chris Smith**

**Applicant: Mr Graham Minton**

**Agent: Mr Peter Entwistle**

**Consultation expiry: 19 October 2023**

**Decision due by: 16 January 2024**

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**RECOMMENDATION**

1. It is recommended that planning permission is granted, subject to conditions.

**SITE DESCRIPTION**

2. The application site is located in the Green Belt as defined by the Chorley Local Plan 2012-2026 within the rural locality of Whittle le Woods. The site contains a single storey rectangular building which sits within a wider site containing several buildings of varied scale and design which are clustered around the grade II listed building Lisieux Hall. Together the buildings form the main site of the charitable service known as Brothers of Charity which provides a wide range of services including supported living, residential, nursing and respite care.
3. Beyond the wider site the immediate locality is predominantly rural in character. To the east the site is flanked by mature trees and beyond this there are flat open fields. Public Right of Way FP4 runs through the western portion of the site along the existing vehicular access to the site from Dawson Lane. Access to the site would be from the existing private road which leads from Dawson Lane to the south.

**DESCRIPTION OF PROPOSED DEVELOPMENT**

4. The application seeks planning permission for the conversion of the existing building to 5no. assisted living apartments. Each unit would contain 1no. bedroom. Proposed external elevational alterations required in order to facilitate the proposed development would involve the installation of new doors and windows.

**REPRESENTATIONS**

5. No representations have been received.

## CONSULTATIONS

6. Greater Manchester Ecology Unit (GMEU) – Have stated that it would appear unlikely that bats or birds use the building and there should be no ecological issues with the proposal.
7. Lancashire Highway Services (LCC Highways) – Have stated that they do not have any objections to the proposed development and are of the opinion that it would not have a significant impact on highway safety, capacity, or amenity in the immediate vicinity of the site.
8. Whittle-le-Woods Parish Council – Have stated that they wish to ensure that due consideration is provided to neighbours of the property and that all materials used are in keeping with the established dwelling and area, and that property boundaries are not encroached upon in any way.

## PLANNING CONSIDERATIONS

### Principle of the development in the Green Belt

9. The application site is located within the Green Belt. National guidance on Green Belt is contained in Chapter 13 of the National Planning Policy Framework which states:

*142. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*

*143. Green Belt serves five purposes:*

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

*152. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

*153. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

*154. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or*

*– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

*155. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:*

*d) the re-use of buildings provided that the buildings are of permanent and substantial construction;*

10. The proposal relates to the re-use of an existing building and so has potential to fall within the remit of exception 155d of the Framework.

*Policy HS9 of the Chorley Local Plan 2012 – 2026 states that that the re-use of existing buildings in the Green Belt will be allowed provided that specific criteria are met:*

*a) The proposal does not have a materially greater impact on the openness of the Green Belt and the purposes of including land in it;*

The proposed development would not increase the size, scale, or height of the existing building and as such the resultant building, would have no greater impact on the openness of the Green Belt than the existing building.

*b) The proposal would not harm the character or quality of the countryside or landscape;*

The proposed development would involve the re-use of an existing building which would utilise an existing access which already serves the building. It is not considered, therefore, that there would be any harmful impacts on the character of the countryside or landscape.

*c) The re-use of the building must not be likely to result in additional farm buildings which would have a harmful effect on the openness of the Green Belt;*

The application site is not a farm.

*d) If an agricultural building, it is not one substantially completed within ten years of the date of the application;*

The existing building is not an agricultural building.

*e) The building is of permanent and substantial construction and capable of conversion without more than 30% reconstruction;*

On a visit of the site, it was observed that the building appeared to be in a reasonably good state of repair from a structural perspective. No reconstruction is proposed as part of the application. It is considered that the building is of permanent and substantial construction and is capable of conversion without more than 30% reconstruction.

*f) The building must be capable of conversion without the need for additions or alterations which would change its existing form and character. Particular attention will be given to curtilage formation which should be drawn tightly around the building footprint and the requirement for outbuildings, which should be minimal;*

The proposed development would not involve any extension to the existing building and the overall form and character of the existing building would be retained. The curtilage would be drawn tightly around the building.

*g) The building must already have, or there exists the capability of creating, a reasonable vehicular access to a public highway that is available for use without creating traffic hazards*

*and without the need for road improvements which would have an undue environmental impact;*

The proposed development would utilise the existing access which services the main dwelling; and adequate on-site parking would be accommodated within the site. There are no objections from LCC Highways and, therefore, the proposal is considered to be acceptable in highway safety terms.

*h) The development would not result in the loss of or damage to any important wildlife habitat or protected species.*

The application is not accompanied by any ecological information, however, the Council's ecological consultants at the Greater Manchester Ecology Unit (GMEU) have assessed the application and stated that based on photographs of the existing building that it would appear unlikely that bats or birds would be using the building and consequently there should be no ecological issues with the proposals. Having regard to the above, it is considered that the nature conservation interests would be sustained, and the proposed conversion would comply with Chorley Local Plan policy BNE9.

11. The proposal is considered to fall within exception 155d of the Framework as not being inappropriate development in the Green Belt and complies with policy HS9 of the Chorley Local Plan 2012-2026 in this regard.

#### Impact on the character and appearance of the locality

12. Policy BNE1 of the Chorley Local Plan 2012 – 2026 states that planning permission will be granted for new development, provided that, where relevant to the development the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.
13. The existing building has a relatively functional and basic design, and it appears somewhat tired and dilapidated as it has been unoccupied for some time. The site in its current state, therefore, is unsightly and suffers a sense of abandonment. It is considered that the proposed development would make a positive contribution to the visual characteristics of the building. The proposal would introduce an active use by way of the proposed apartments, which would subsequently rejuvenate the site.
14. Although some external elevational alterations are required in order to facilitate the conversion of the building, these works would be limited to the insertion of new doors and windows and, therefore, the overall style and form the resultant building would not appear significantly different to the existing building. Consequently, the building would not appear out of place within the context of its surroundings where several similarly designed residential bungalows are already evident immediately to the south of the site.
15. Overall, the proposed development is an appropriate design response to the site and would have a positive impact on the appearance of the site and character of the area in consideration of the present buildings and would not have a detrimental impact on the surrounding area. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 – 2026 with regards to the design.

#### Impact on the amenity of neighbouring occupiers

16. Policy BNE1 of the Chorley Local Plan 2012 – 2026 supports proposals for new development provided that there would be no harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating overbearing impacts.
17. The proposed development would be approximately 7.8m to the north of no. 7 Beech Walk and approximately 2m to the north of no.2 Beech Walk. Both buildings are used as residential dormitory units. Given that the external dimensions of the building would not be altered by the proposed development it is not considered that there would be any greater

impacts on the amenity of the occupiers of the neighbouring dormitory units as a result of light loss or overbearing.

18. The front (south facing) elevation of the resultant building would contain a number of habitable room windows to serve bedrooms and living rooms. The windows would not, however, directly face towards any habitable room windows within the neighbouring properties to the south of the site. It is also noted that the existing building has been previously used a residential dormitory and already contains several habitable room windows within its front elevation. It is not considered, therefore, that the proposed development would have a significantly greater or more adverse impact on neighbouring amenity as a result of privacy loss or overlooking.
19. The proposal complies with policy BNE1 of the Local Plan with regards to amenity.

Impact on a designated heritage asset

20. The Planning (Listed Buildings and Conservation Areas) Act 1990 (The Act) sets out the primary duty that a Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Great weight and importance is attached to this duty.
21. The National Planning Policy Framework (The Framework) at Chapter 16 deals with conserving and enhancing the historic environment. It sets out that in determining planning applications LPAs should take account of:
  - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - The desirability of new development making a positive contribution to local character and distinctiveness.
22. Paragraph 205 states that when considering the impact of proposals on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be applied. This is irrespective of whether any harm is identified as being substantial, total loss or less than substantial harm to its significance.
23. Paragraph 206 states that any harm or loss of significance to a designated heritage asset (from alteration or destruction or from development within its setting) should require clear and convincing justification.
24. Paragraph 208 states that where a development will lead to less than substantial harm to the significance of the heritage asset, this harm should be weighed against the public benefits of the proposal.
25. The adopted Central Lancashire Core Strategy (2012) policy 16 (Heritage Assets) states: Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:
  - a) Safeguarding heritage assets from inappropriate development that would cause harm to their significances.
  - b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets, with particular support for initiatives that will improve any assets that are recognised as being in poor condition, or at risk.
  - c) Identifying and adopting a local list of heritage assets for each Authority.
26. Chorley Local Plan 2012 - 2026 policy BNE8 (Protection and Enhancement of Heritage Assets) states that:
  - a) Applications affecting a Heritage Asset or its setting will be granted where it:
    - i. Is in accordance with the Framework and relevant Historic England guidance;

- ii. Where appropriate, takes full account of the findings and recommendations in the Council's Conservation Area Appraisals and Management Proposals;
- iii. Is accompanied by a satisfactory Heritage Statement (as defined by Chorley Council's advice on Heritage Statements) and;

b) Applications will be granted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they show consideration for the following:

- i. The conservation of features and elements that contribute to the heritage asset's significance and character. This may include: chimneys, windows and doors, boundary treatments, original roof coverings, earthworks or buried remains, shop fronts or elements of shop fronts in conservation areas, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling and any walls in listed buildings;
- ii. The reinstatement of features and elements that contribute to the heritage asset's significance which have been lost or damaged;
- iii. The conservation and, where appropriate, the enhancement of the setting of heritage assets;
- iv. The removal of additions or modifications that are considered harmful to the significance of any heritage asset. This may include the removal of pebbledash, paint from brickwork, non-original style windows, doors, satellite dishes or other equipment;
- v. The use of the Heritage Asset should be compatible with the conservation of its significance. Whilst the original use of a building is usually the most appropriate one it is recognised that continuance of this use is not always possible. Sensitive and creative adaptation to enable an alternative use can be achieved and innovative design solutions will be positively encouraged;
- vi. Historical information discovered during the application process shall be submitted to the Lancashire Historic Environment Record.

- 27. The policy also states that development involving the demolition or removal of significant heritage assets, or parts thereof, will be granted only in exceptional circumstances that have been clearly and convincingly demonstrated to be in accordance with the requirements of the Framework.
- 28. The key considerations in respect of the impact of the proposal on the heritage asset are:
  - Whether the proposed development will harm the significance of the setting of the listed building.

### **Assessment**

- 29. Lisieux Hall, known as Crooke Hall or New Crooke Hall until the early/mid C20, is a large C17 house in substantial private grounds which has been largely refaced in the early C19, resulting in a very elegant Georgian manor house. Its significance lies within its historic and aesthetic values. However, it is considered that the cumulative effect of unsympathetic extensions and surrounding development has diminished the significance somewhat, including that of the setting.
- 30. The proposed development would involve the conversion of the existing building into 5no. apartments and whilst the details submitted with the application are relatively limited the alterations to the building are largely internal although there would be some door and window alterations. The existing building is unused and in a deteriorating condition and, therefore, the proposed change of use is welcome as it would warrant future maintenance of the building and it is considered that the proposed use is consistent with the nature of the facility and therefore is well justified.
- 31. Overall, the submission documents are limited, however, it is considered that the level of information is adequate to conclude that the proposed scheme would meet the statutory test to 'preserve or enhance' and would cause no further discernible harm to the setting of Lisieux Hall and, therefore, it is considered that the application meets the requirements of Chapter 16 of the NPPF and would be in accordance with Policies BNE1(e) and BNE8 of the Chorley Local Plan 2012-2026 and Policy 16 of the Central Lancashire Core Strategy.

Parking provision and highway safety

32. Policy BNE1 of the Chorley Local Plan 2012-2026 states that developments must not cause severe residual cumulative highways impact or prejudice highway safety, pedestrian safety, the free flow of traffic, or reduce the number of on-site parking spaces.
33. Policy ST4 of the Chorley Local Plan 2012-2026 requires that proposals for development need to make parking provision in accordance with the standards set out in Appendix A of the Local Plan which sets out the Council's minimum parking standards for 1-bedroom dwellinghouses (Use Class C3) in all other areas outside Chorley Town Centre as being 1 space per bedroom and, therefore, the proposed flats would each require the provision of 1no. car parking space.
34. The submitted site plan shows that a total of 5no. car parking spaces can be provided. The proposed development would, therefore, be in accordance with the parking standards specified in policy ST4 of the Chorley Local Plan 2012 – 2026. Furthermore, LCC Highways have stated that they do not have any objections to the proposed development and are of the opinion that it would not have a significant impact on highway safety, capacity, or amenity in the immediate vicinity of the site.
35. It is considered that the proposed development is acceptable from a highway safety perspective.

Public open space

36. Policy HS4 of the Chorley Local Plan 2012 – 2026 requires public open space contributions for new dwellings to be provided in order to overcome the harm of developments being implemented without facilities being provided.
37. Normally financial contributions towards the cost of play space would be required for a development of this size in this location. However, the proposal is not considered to be open market housing, but rather specialist accommodation, primarily for adults who need support with their mental health/learning disabilities to help sustain a tenancy long term in the community. Additionally, the site is surrounded by open space. It is not, therefore, considered to be a type of development that is required to make such a contribution.

Community Infrastructure Levy

38. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development would be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

Other matters

39. Public Right of Way FP4 runs through the western portion of the site along the existing access to the site from Dawson Lane. However, this would not be obstructed by the proposed development and the existing arrangements would not be altered by the proposed development.

**CONCLUSION**

40. The proposed development would not be inappropriate development in the Green Belt. It would not have an unacceptable adverse impact on the character and appearance of the existing site and the surrounding area or the amenity of neighbouring residents. Nor would it cause any significant harm to ecology or highway safety and it would not harm the significance of the identified heritage asset. The statutory duty to preserve is met and the application accords with the Framework at Chapter 16, Central Lancashire Core Strategy policy 16, policies HS9, BNE1, BNE8 and BNE9 of the Chorley Local Plan 2012 – 2026. Consequently, it is recommended that the application is approved, subject to conditions.

**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

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. Prior to any works taking place, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- a) Details of the colour, form and texture of all external facing materials to the proposed dwellings.
- b) Details of the colour, form and texture of all hard ground- surfacing materials.
- c) Location, design and materials of all fences, walls and other boundary treatments.

The development thereafter shall be completed in accordance with the approved details. Prior to the first occupation of the dwelling hereby permitted all fences and walls shown in the approved details to bound its plot shall have been erected in conformity with the approved details.

*Reason: In the interests of the visual amenities and character of the area and to provide reasonable standards of privacy to residents.*

3. The development hereby permitted shall be carried out in accordance with the approved plans below:

<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Site Location Plan	SK-01	17 November 2023
Site Plan	PCE-Brothers Of Charity-June-23-Site P1	17 November 2023
Proposed Floorplans and Elevations	PCE-Brothers Of Charity-June-23-Pro	8 September 2023

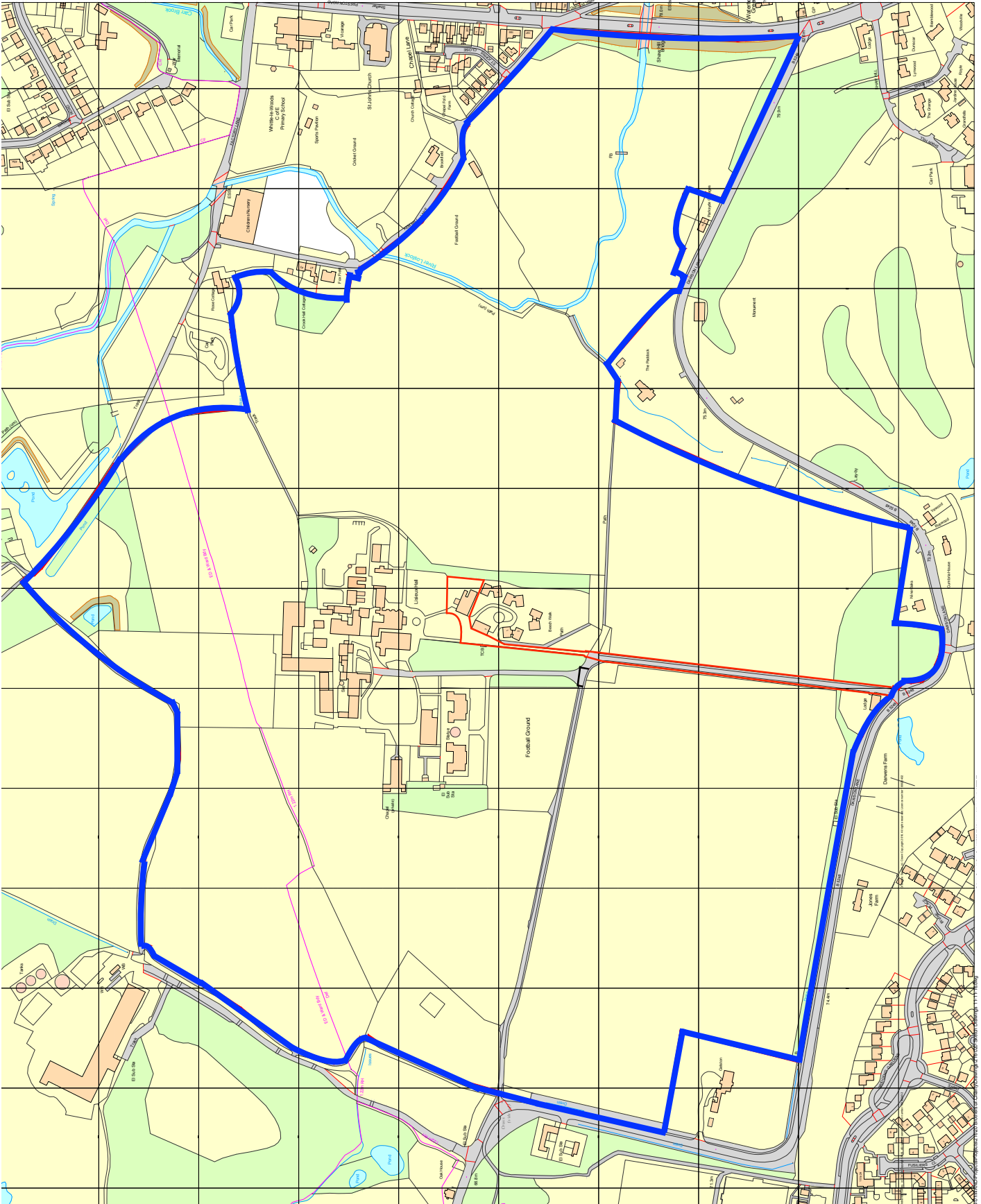
*Reason: For the avoidance of doubt and in the interests of proper planning.*



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Scale Converter			
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1:50	1:100	1:100	1:200
1:250	1:500		

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Project Title	New Road and Car Parking	Pre-Client Approval	<input type="radio"/>
Project No.	216.000	Construction	<input type="radio"/>
Project Name	Site Location Plan	Building Regulations	<input type="radio"/>
Project Date	21/03/2018	As Built	<input type="radio"/>
Project Location	216.000	Approved	<input type="radio"/>
Project Status	216.000	Approved	<input type="radio"/>
Project No.	216.000	Approved	<input type="radio"/>
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## Planning Committee Meeting

16<sup>th</sup> January 2024



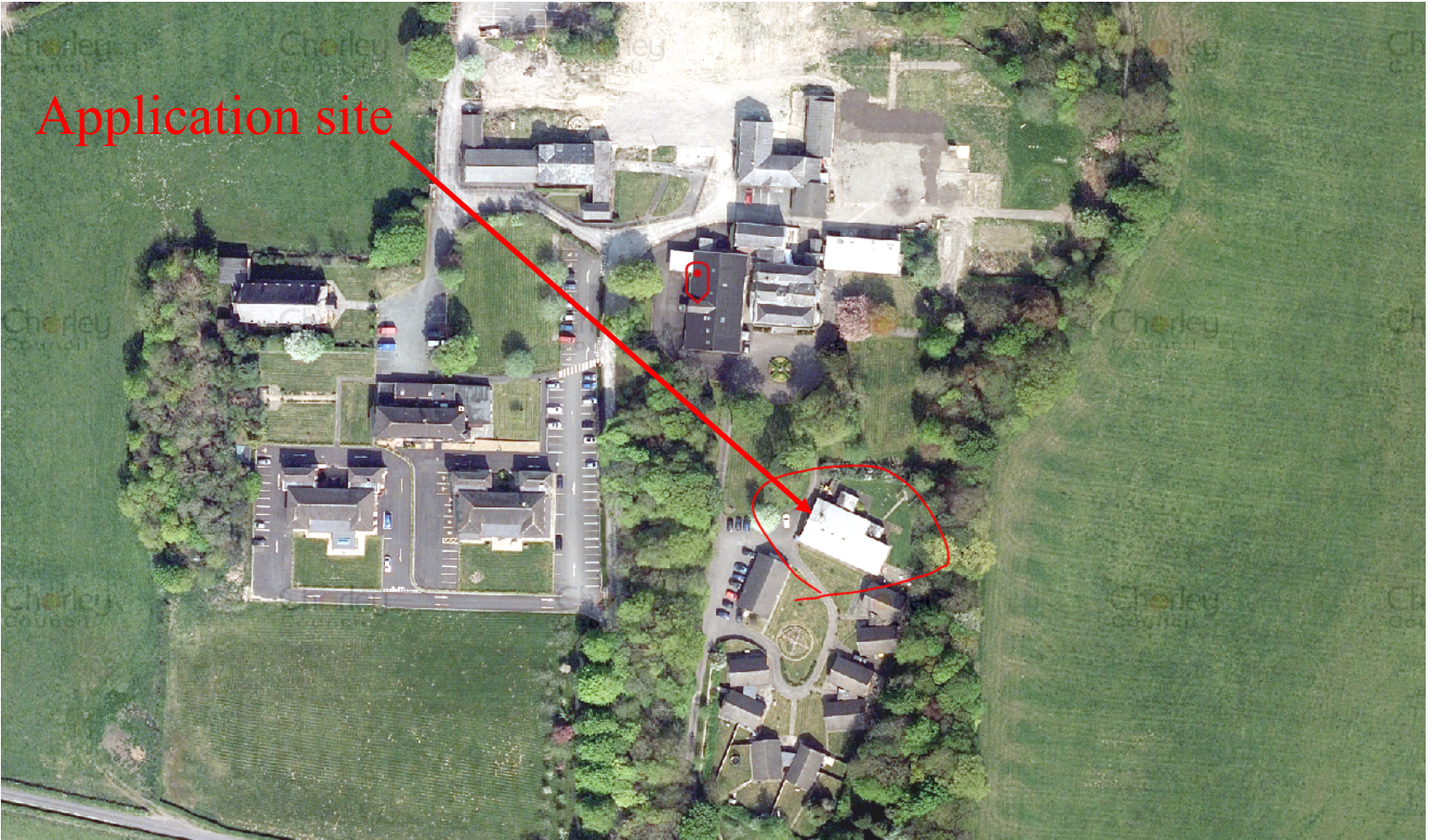
# Item 3c

23/00753/FUL

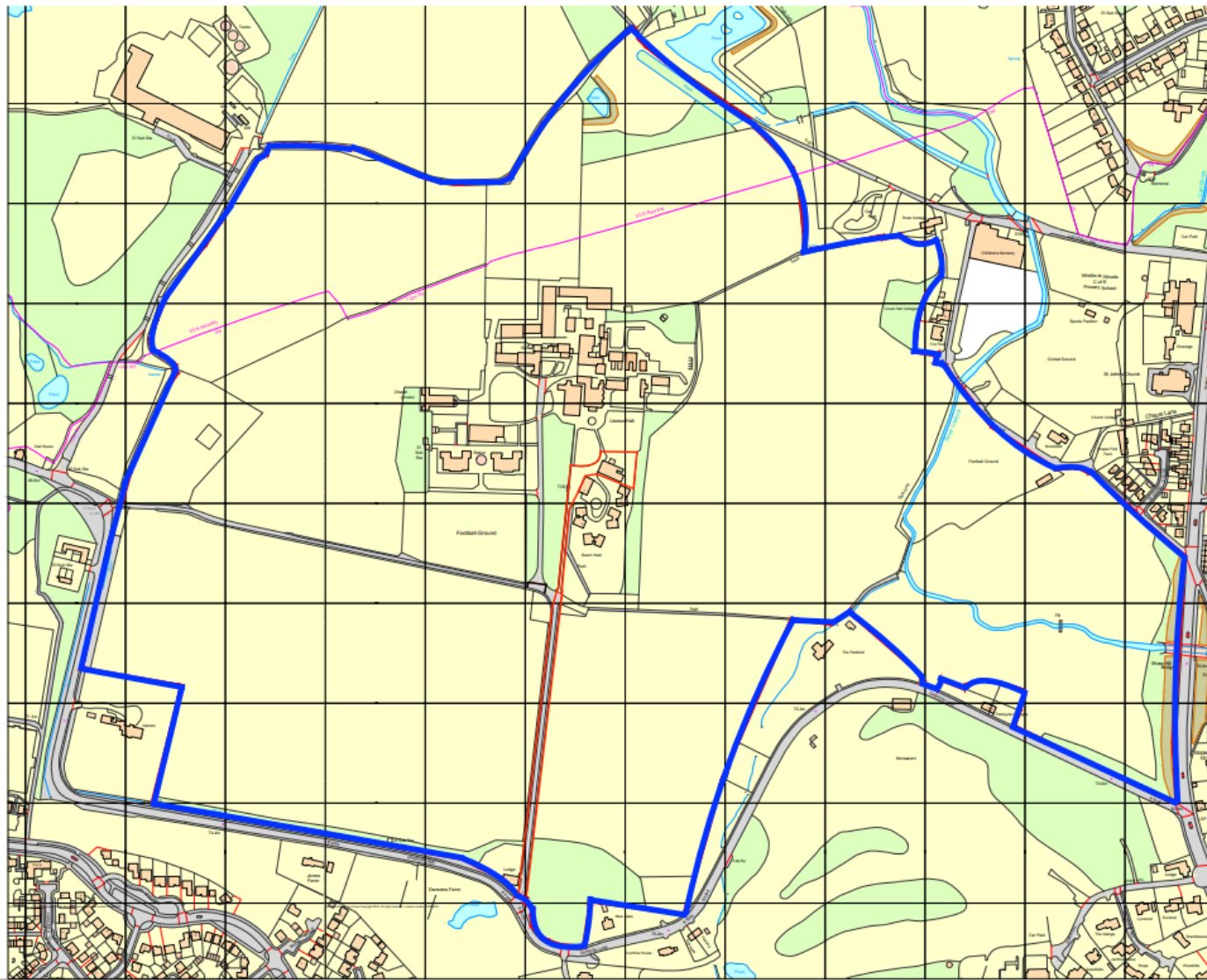
Brothers Residence, Lisieux Hall, Dawson Lane, Whitte le Woods, Chorley, PR6 7DX

Conversion of existing building to 5no. assisted living apartments (Use Class C3)

# Aerial view of site



# Location Plan



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Scale Comparison	
At Scale to A3 Size	At Standard Scale
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# Proposed site plan

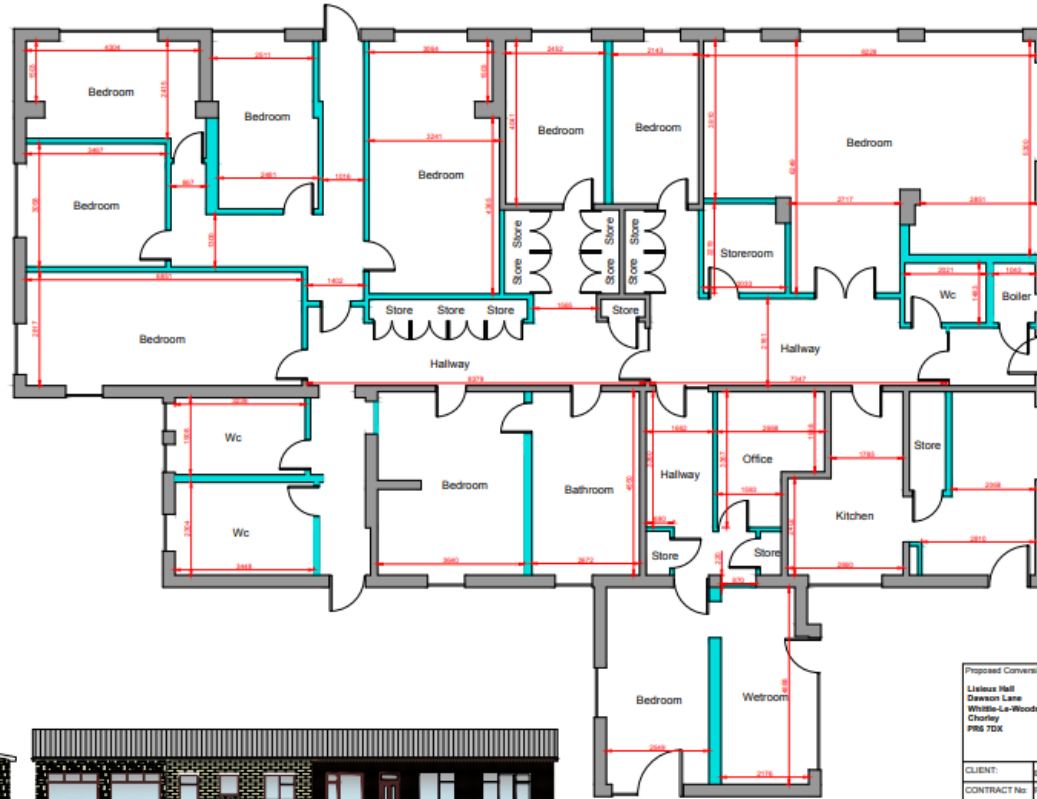


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Proposed Conversion Of Building at: <b>Lisieux Hall</b> Dawson Lane Whittle-Le-Woods Chorley PR8 7DX	
CLIENT:	Brothers Of Charity
CONTRACT No:	PCE-Brothers Of Charity-June-23
DATE:	28th June 2023
SCALE:	1:1250, 1:500 @ A1
DWG No:	PCE-Brothers Of Charity-June-23-Site P1
L.A.:	Chorley Borough Council
AMENDMENTS:	Amended 17/11/23 DATE:
	
40 Queensway Euxton Chorley Lancashire PR7 6PW www.pcedesigns.co.uk info@pcedesigns.co.uk pcedesigns@aol.com 01287 232650: Office 01515878823: Mobile	
<b>PCE DESIGNS LTD</b>	

# Existing plans



Existing Ground Floor Layout



Existing Side Elevation




Existing Front Elevation



Existing Side Elevation

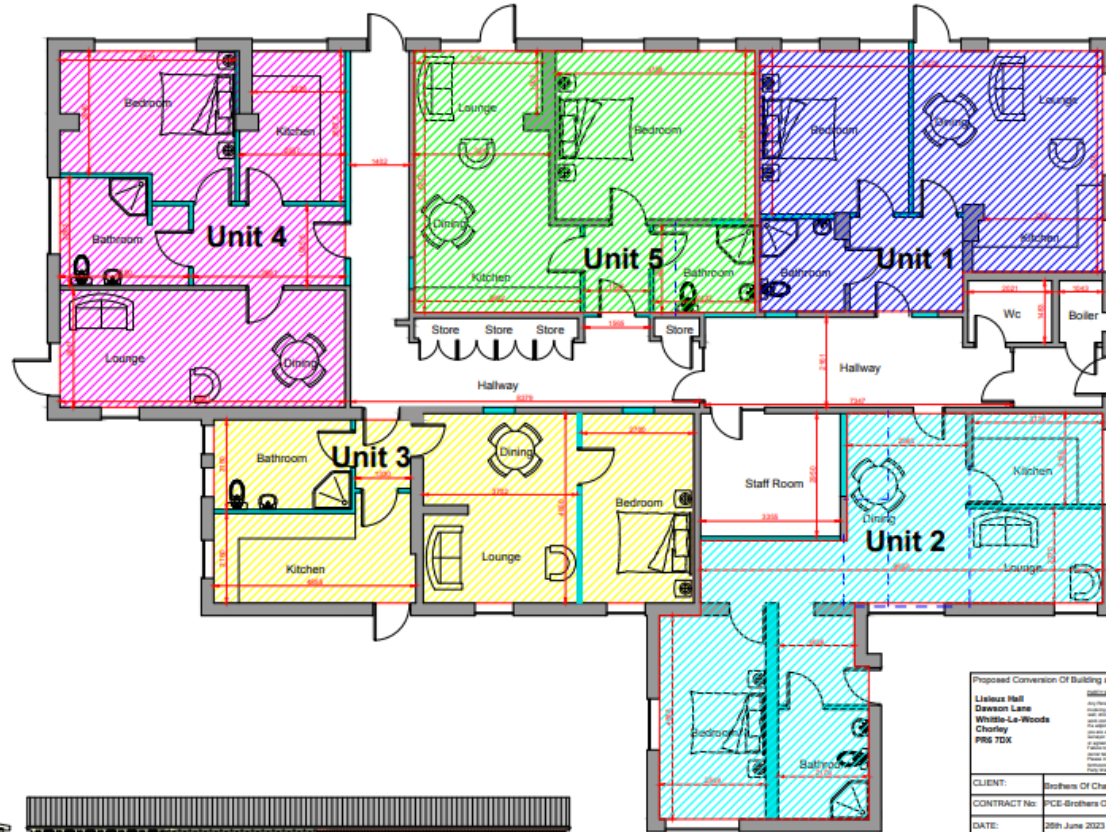


Existing Rear Elevation

Proposed Conversion Of Building at:	
Lillex Hall Saxson Lane Whittle-Le-Woods Chorley PR75 7DX	01257 233850
CLIENT:	Brothers Of Charity
CONTRACT No:	PCE-Brothers Of Charity-June-23
DATE:	29th June 2023
SCALE:	1:50, 1:100 @ A1
DWG No:	PCE-Brothers Of Charity-June-23-Ex
L.A:	Chorley Borough Council
AMENDMENTS:	DATE:
	
40 Crossway Easton Chorley Lancashire PR7 6PW www.pcedesigns.co.uk info@pcedesigns.co.uk pcedesigns@aol.com 01257 233850 - Office 07161678823 - Mobile	
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# Proposed plans



Proposed Ground Floor Layout



Proposed Side Elevation




Proposed Front Elevation



Proposed Side Elevation



Proposed Rear Elevation

<p>Proposed Conversion Of Building at:  <b>Littleax Hall</b>                  Dawson Lane                  White-Le-Woods                  Chorley                  PR8 7DX</p>	
CLIENT:	Brothers Of Charity
CONTRACT No:	PCE-Brothers Of Charity-June-23
DATE:	28th June 2023
SCALE:	1:50, 1:100 @ A1
DWG No:	PCE-Brothers Of Charity-June-23-Pro
L.A.:	Chorley Borough Council
AMENDMENTS:	DATE:
	
40 Queensway Cuxton Chorley Lancashire PR7 6PW www.pcedesigns.co.uk info@pcedesigns.co.uk pcedesigns@aol.com 01257 233850 - Office 07915878823 - Mobile	

# Site photo – view towards front elevation



# Site photo – view of rear elevation



# Site photo – rear elevation



# Site photo – view towards side (west) elevation



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**APPLICATION REPORT – 23/00841/ADV**

**Validation Date: 26 October 2023**

**Ward: Chorley North West**

**Type of Application: Advertisement**

**Proposal: Application for advertisement consent for the display of 2no. non illuminated fascia signs**

**Location: The Gables Care Home 25 Southport Road Chorley PR7 1LF**

**Case Officer: Simon Lems**

**Applicant: Mrs Shameem Manzoor**

**Agent: N/a**

**Consultation expiry: 16 November 2023**

**Decision due by: 21 December 2023**

---

**RECOMMENDATION**

1. It is recommended that advertisement consent is granted, subject to conditions.
2. This application is being brought to committee for determination as it has been requested by the Ward Councillor.

**SITE DESCRIPTION**

3. The application site is located within the settlement area of Chorley, on the southern side of Southport Road and the western side of Windsor Road, occupying the corner plot. The existing property is a semi-detached residential home for the elderly and is of a distinctive design. The immediate locality is characterised by similar properties albeit in different uses.

**DESCRIPTION OF PROPOSED DEVELOPMENT**

4. The application seeks advertisement consent for the display of 2no. non illuminated fascia signs.

**REPRESENTATIONS**

5. Two representations have been received in objection to the proposal, citing the following:
  - A large advertising hoarding is not suitable or appropriate given the residential nature of the area.
  - Does the erection of advertising hoarding give anyone in a residential area permission to advertise any business they may be connected with in their front garden?
  - A small sign such as the one presently on the fire escape facing onto Windsor Road and clearly visible from Southport Road is surely big enough to register the buildings use and designation.

- The size of the advertising boards are very intrusive to my home, despite having a hedge over six foot the advertising sign is directly visible from my front room and extremely obtrusive.
- Overtime the signage has increased both in size and number.
- The size of the current signage appears more in keeping with a commercial area than a residential one.
- Westwood Care Home, another care home located on the same road and its signage remains more in keeping with a residential area of town.
- If this signage is approved, will that set a precedent for any private household or business to advertise their services on the same size and scale?

### **CONSULTATIONS**

6. CIL Officers – Commented stating that this is not a chargeable development for the purposes of the Community Infrastructure Levy. Not CIL Liable.
7. Lancashire County Council (LCC) Highway Services – Commented stating that they do not have any objections regarding the proposed application for advertisement consent for the display of 2no. non illuminated fascia sign and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

### **PLANNING CONSIDERATIONS**

8. At paragraph 141 the National Planning Policy Framework states that the quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

#### Impact on amenity

9. The application site is visually prominent along the southern side of Southport Road as well as at the eastern side of Windsor Road. The signs would be installed on white powder coated posts that have been inserted into the ground on the grass verge to the front of the property. One of the signs faces toward Southport Road and the other towards Windsor Road. The proposed signs are modest in scale and commensurate with the size of the building which they are advertising and are replacing previous signage of a similar character. Whilst the signs would be visible within the streetscene and from public vantage points located along Southport and Windsor Road, it is not considered that they would be unduly prominent and are of modest proportions such that they are not an overriding feature. In this case, it is considered that there would be no adverse impact on the amenities of the area.

#### Public safety

10. The proposed signs would be of a size and scale appropriate to the application site and would not be unduly prominent or distracting to drivers. LCC Highway Services have stated that they do not have any objections to the proposed advertisements and are of the opinion that they would not have a significant impact on highway safety. It is, therefore, considered that the proposed signs would not cause harm to public safety.

### **CONCLUSION**

11. The proposed signs would not result in any detrimental harm to the visual amenity or character of the area or public safety. Therefore, it is considered that the advertisements accord with the Framework and the application is accordingly recommended for approval.



**RELEVANT HISTORY OF THE SITE**

**Ref:** 95/00087/FUL **Decision:** REFFPP **Decision Date:** 26 April 1995  
**Description:** Two storey side extension,

**Ref:** 08/01083/ADV **Decision:** PERADV **Decision Date:** 2 January 2009  
**Description:** Retrospective application for the retention of non-illuminated sign advertising a care home

**Ref:** 15/00851/FUL **Decision:** PERFPP **Decision Date:** 19 October 2015  
**Description:** Demolition of existing conservatory and erection of a new orangery

**Ref:** 23/00841/ADV **Decision:** PCO **Decision Date:**  
**Description:** Application for advertisement consent for the display of 2no. non illuminated fascia signs

**Ref:** 93/00296/FUL **Decision:** REFFPP **Decision Date:** 3 August 1993  
**Description:** Two storey rear and side extension and erection of conservatory to rear

**Ref:** 92/00953/FUL **Decision:** PERFPP **Decision Date:** 9 February 1993  
**Description:** First floor rear extension provision of external fire escape and construction of conservatory to rear

**Ref:** 84/00365/FUL **Decision:** PERFPP **Decision Date:** 6 August 1984  
**Description:** Two storey extension to private rest house for the elderly

**Ref:** 82/00697/FUL **Decision:** PERFPP **Decision Date:** 7 December 1982  
**Description:** Change of use to Private home for the elderly

**Ref:** 82/00649/FUL **Decision:** PERFPP **Decision Date:** 7 December 1982  
**Description:** Change of use to Guest House with 5 bedrooms

**RELEVANT POLICIES:** The National Planning Policy Framework

Suggested Conditions

1. Advertisement consent hereby granted is for a period not exceeding five years from the date of this consent.

*Reason - Required to be imposed pursuant of the Town and Country Planning (Control of Advertisements) Regulations 2007.*

2. The development hereby permitted shall be carried out in accordance with the approved plans below:

Title	Plan Ref	Received On
Location Plan	Drawing 003	12 December 2023
Template for front signage	Drawing 002	12 December 2023
Photo of signs	Drawing 001	12 December 2023

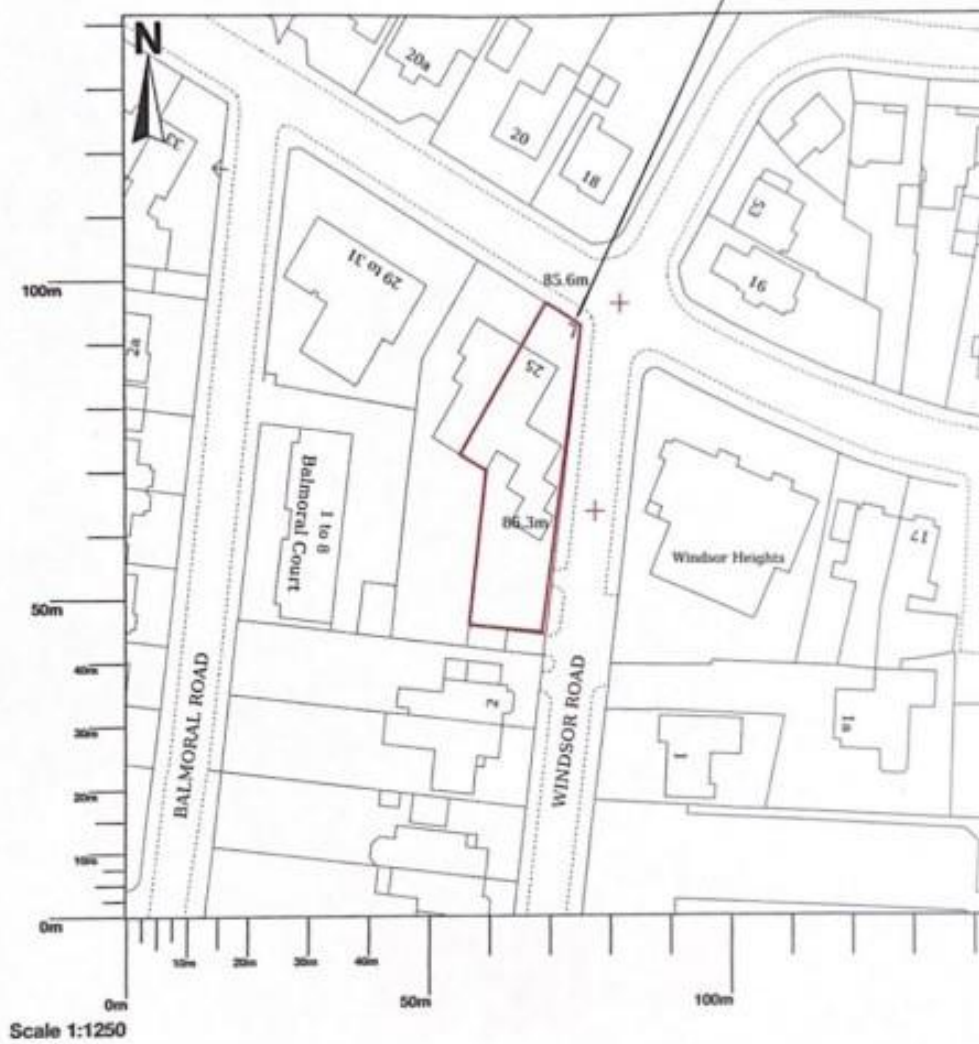
*Reason: For the avoidance of doubt and in the interests of proper planning*

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### Signage position for 25 Southport Road, PR7 1LF

*Sign erected here*



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# Planning Committee Meeting

16<sup>th</sup> January 2024



# Item 3d

23/00841/ADV

The Gables Care Home, 25 Southport Road,  
Chorley, PR7 1LF

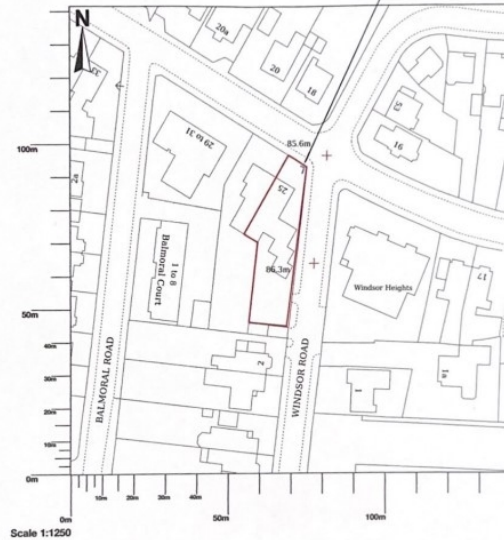
Application for advertisement consent for the  
display of 2no. Non illuminated fascia signs

# Location Plan



Signage position for 25 Southport Road, PR7 1LF

*Sign erected here*

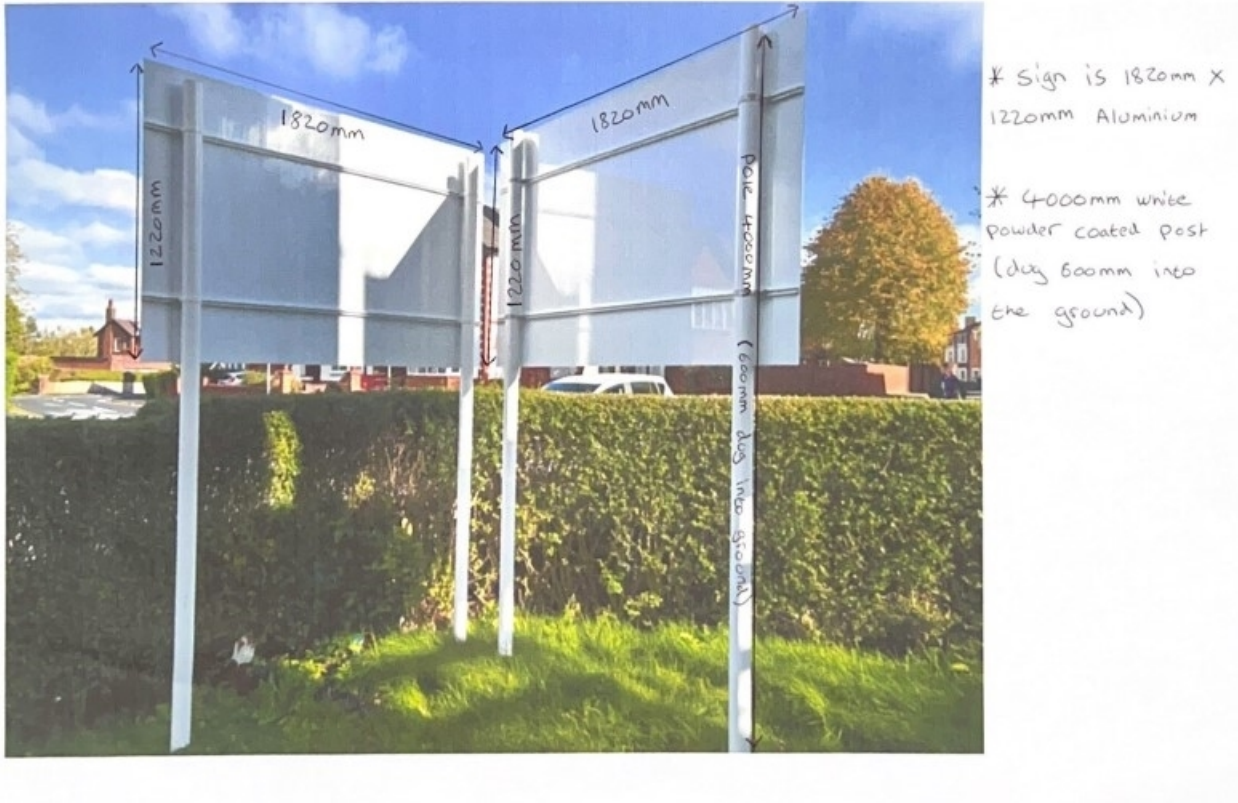


# Proposed sign frontage





# Proposed sign dimensions



# Site Photos (Windsor Road)



# Site Photos (Southport Road)



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**APPLICATION REPORT – 23/00893/FUL**

**Validation Date: 20 October 2023**

**Ward: Chorley North West**

**Type of Application: Full Planning**

**Proposal: Change of use of no. 48 Cunliffe Street across the second floor to 5no. apartments (Use Class C3)**

**Location: Boro Corn Mill 48 Cunliffe Street Chorley**

**Case Officer: Chris Smith**

**Applicant: Mr Stephen Fairclough**

**Agent: Mr David Perry**

**Consultation expiry: 15 November 2023**

**Decision due by: 19 January 2024**

---

**RECOMMENDATION**

1. It is recommended that planning permission is granted, subject to conditions and a S106 legal agreement to secure a financial contribution of £670.00 towards the provision of equipped play area for children/young people.

**SITE DESCRIPTION**

2. The application site is located within the settlement area of Chorley as defined by the Chorley Local Plan 2012 -2026 on the corner of Cunliffe Street and Clarence Street approximately 150m south east of the town centre boundary. The site is a three-storey red brick building, and the immediate locality is a high-density urban environment characterised by a variety of commercial units located to the south and east of the site and terraced residential properties to the west and east.
3. The rear part of the building accessed from Clarence Street contains a lower two storey element which is set down from the main three storey part of the building which fronts Cunliffe Street. This part of the building is currently being utilised by a window fitting company (Goldseal UPVC).

**DESCRIPTION OF PROPOSED DEVELOPMENT**

4. The application seeks planning permission for the change of use of the second floor of no. 48 Cunliffe Street to 5no. residential apartments along with an associated secure screened bin and cycle storage facilities. There would be 2no. one-bedroom apartments and 3no. two-bedroom apartments.

**REPRESENTATIONS**

5. No representations have been received.

## CONSULTATIONS

6. Lancashire Highway Services (LCC Highways) – Have stated that they do not have any objections to the proposed development and are of the opinion that it would not have a significant impact on highway safety, capacity, or amenity in the immediate vicinity of the site.

## PLANNING CONSIDERATIONS

### Principle of the development

7. The National Planning Policy Framework (The Framework) states that plans and decisions should apply a presumption in favour of sustainable development and for decision making this means approving development proposals that accord with an up-to-date development plan without delay, or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.
8. The application site is located within the core settlement area of Chorley. Policy V2 of the Chorley Local Plan 2012 - 2026 states that within the settlement areas excluded from the Green Belt, and identified on the Policies Map, there is a presumption in favour of appropriate sustainable development.
9. Also weighing in favour of the proposal is the great weight attached to the benefits of using suitable sites within existing settlements for homes, as set out in the Framework. In addition, the proposed development would bring back into use a part of the building, which is currently vacant and at risk of becoming dilapidated and falling into disrepair and therefore, there are visual amenity reasons for bringing this part of the building back into use.
10. The principle of the proposed development is therefore, considered to be acceptable, subject to material planning considerations.

### Design and impact on the character of the area

11. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that planning permission will be granted for new development, including extensions, conversions, and free-standing structures, provided that (amongst other things):
  - “a) The proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale, and massing, design, orientation and use of materials.
  - c) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area;”
12. Proposed external elevational alterations required in order to facilitate the proposed development would be limited to the installation of a new window at second floor level within the east elevation facing Clarence Street. It is not considered, therefore, that the proposed development would significantly or adversely alter the appearance of the building which would remain in keeping with the character of the immediate locality.
13. Overall, the proposed development is an appropriate design response to the site and would not have a detrimental impact on the surrounding area. The development, therefore, complies with policy BNE1 of the Chorley Local Plan 2012 – 2026 with regards to the design.

### Impact on the amenity of neighbouring occupiers

14. Policy BNE1 of the Chorley Local Plan 2012 - 2026 states that planning permission will be granted for new development, including extensions, conversions, and free-standing structures, provided that (amongst other things):

“b) The development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or overbearing;”

15. The new window would face directly towards the neighbouring residential property to the east of the site at no. 50 Cunliffe Street. However, it would face towards the blank side elevation of this property and therefore, the proposed development would not have an unacceptable adverse impact on the amenity of the occupiers of this property as a result of privacy loss.
16. There are no neighbouring residential properties to the north of the site on the opposite side of Cunliffe Street and there would be no windows within the side (west) elevation of the resultant building. While there would be several habitable room windows within the south facing elevation of the resultant building, to the south the site is bounded by an industrial unit and therefore the windows would not face towards any residential properties.
17. The proposal complies with policy BNE1 of the Local Plan with regards to amenity.

#### Parking provision and highway safety

18. Policy BNE1 of the Chorley Local Plan 2012-2026 states that developments must not cause severe residual cumulative highways impact or prejudice highway safety, pedestrian safety, the free flow of traffic, or reduce the number of on-site parking spaces.
19. Policy ST4 of the Chorley Local Plan 2012-2026 requires that proposals for development need to make parking provision in accordance with the standards set out in Appendix A of the Local Plan. Appendix A identifies the Council's minimum parking standards for residential (Use Class C3) in all other areas outside Chorley Town Centre as being 1 space per bedroom.
20. Policy ST4 does provide some flexibility in the parking standards and locations that are considered to be more sustainable and well served by public transport may be considered appropriate for lower levels of provision.
21. The site does not contain any parking provision and the application does not propose any. However, LCC Highways have stated that they do not have any objections to the proposed development and are of the opinion that it would not have a significant impact on highway safety, capacity, or amenity of the site.
22. It is also acknowledged that there is limited off-street car parking availability within the immediate area. However, the site is within acceptable walking distance of Chorley Town Centre and has good accessibility in relation to employment, retail, schools, health centres, hospitals, police stations and local amenities. In addition, the site is approximately 170m away from Chorley's main central bus station and 160m away from Chorley railway station. Despite the fact that the application makes no provision for off-street parking, given the sustainable location of the site, the proposed development is considered acceptable.

#### Public open space

23. Policy HS4A and HS4B of the Chorley Local Plan 2012 – 2026 - Open Space Requirements in New Housing Developments explains that all new housing developments will be required to make provision for open space and recreation facilities, where there are identified local deficiencies in the quantity, accessibility, or quality and/or value of open space and recreation facilities. The requirements for the proposed development are as follows:
  24. The Council does not require contributions from developments of fewer than 11 dwellings in respect amenity greenspace, parks and gardens, natural and semi-natural greenspace, allotments and playing pitches. No contributions are, therefore, required in this case for these standards.

25. With regards to provision for children and young people, there is currently a balanced provision in Chorley North West in relation to this standard and a contribution towards new provision in the ward is therefore not required from this development. However, there are areas of provision for children/young people within the accessibility catchment that are identified as being low quality in the Open Space Assessment Report (February 2019) (sites 1330.1& 1330.2 Tatton Recreation Ground Playground). A contribution towards improvements to these sites is therefore required from this development. The amount required is £134 per dwelling.
26. The total financial contribution required from this development is as follows:

Amenity greenspace	= £0
Equipped Play Area	= £670
Parks/Gardens	= £0
Natural/semi-natural	= £0
Allotments	= £0
Playing Pitches	= £0
Total	= <b>£670</b>

27. The equipped play area provision could be secured by way of a s106 legal agreement. Subject to securing the above, the proposed development would accord with Chorley Local Plan policies HS4 A and B.

#### Community infrastructure levy

28. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development will be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

#### **CONCLUSION**

29. The proposed development is acceptable in principle and would not have an unacceptable adverse impact on the character and appearance of the existing building or the surrounding area, nor would it cause any significant harm to the amenity of neighbouring residents or highway safety. It is, therefore, considered that the development accords with policy BNE1 of the Chorley Local Plan 2012 – 2026. Consequently, it is recommended that the application is approved subject to conditions.

#### **RELEVANT HISTORY OF THE SITE**

**Ref:** 86/00788/FUL **Decision:** PERFFP **Decision Date:** 2 December 1986  
**Description:** Enlargement of main entrance and improvements to front elevation formation of new reception customers lounge w c's staff room and alterations to staircases

**Ref:** 07/00416/COU **Decision:** REFFPP **Decision Date:** 6 June 2007  
**Description:** Change of use of part ground floor to form 3No small retail units and alterations to front elevation to form shop fronts

**Ref:** 09/00273/FUL **Decision:** PERFFP **Decision Date:** 22 June 2009  
**Description:** Change of use of part of ground floor from storage to gym

**Ref:** 16/00416/FUL **Decision:** PERFFP **Decision Date:** 1 July 2016  
**Description:** Retrospective application for conversion of part of second floor to 2 bed residential flat

**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

1. The proposed development must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The external facing materials, detailed on the approved plans, shall be used and no others substituted unless alternatives are first submitted to and agreed in writing by the Local Planning Authority, when the development shall then be carried out in accordance with the alternatives approved.

*Reason: To ensure that the materials used are visually appropriate to the locality.*

3. The development hereby permitted shall be carried out in accordance with the approved plans below:

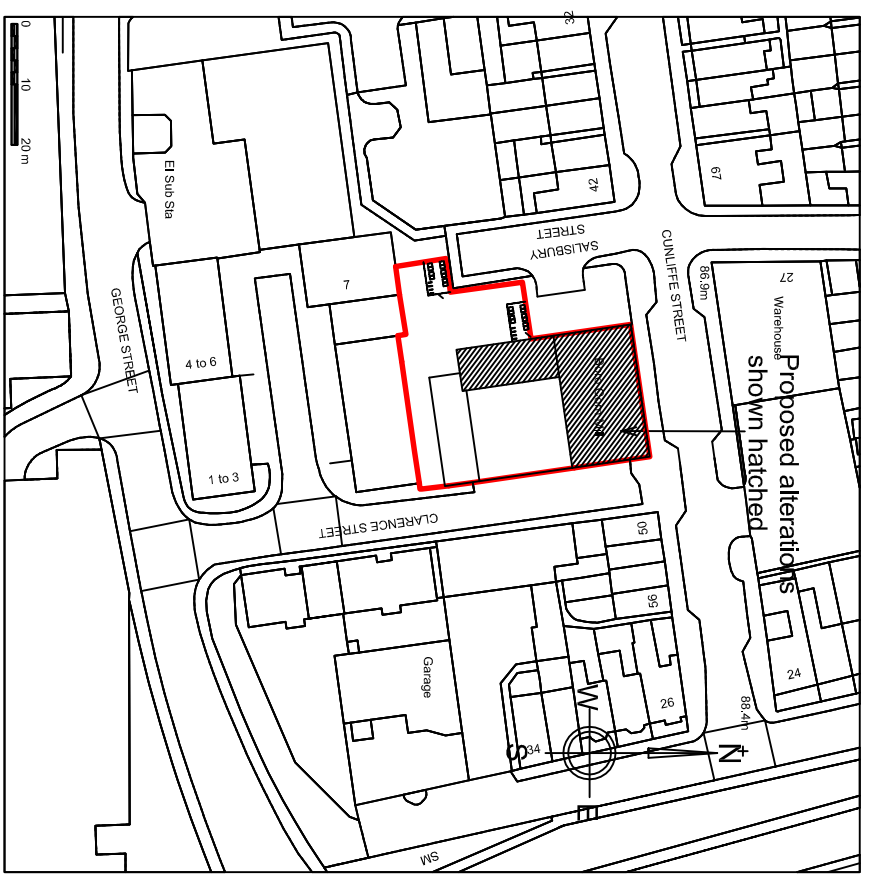
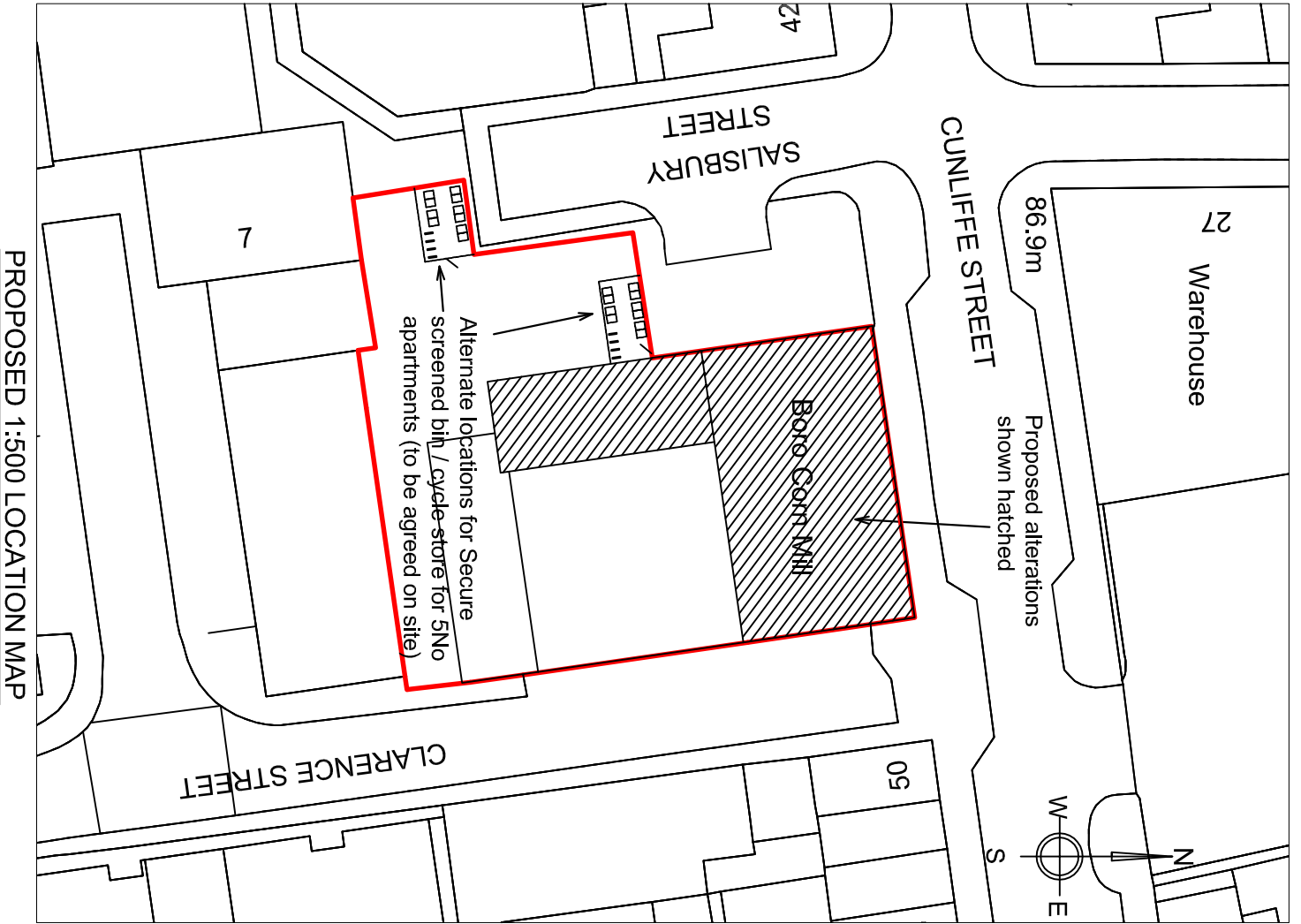
<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Location Plan	1882/100A	20 October 2023
Proposed Elevations Sheet 1	108	20 October 2023
Proposed Elevations Sheet 2	109	20 October 2023
Proposed Ground Floor Layout	110	20 October 2023
Proposed Second Floor Layout	112	20 October 2023

*Reason: For the avoidance of doubt and in the interests of proper planning.*

4. Secured cycle storage for five bicycles in the position identified on proposed site plan (ref: 1882/100A) hereby approved shall be installed and made available in accordance with the approved plan prior to the occupation of any of the dwellings hereby approved; such facilities shall thereafter be permanently retained for the purposes of secure cycle storage (notwithstanding the Town and Country Planning (General Permitted Development) (England) Order 2015).

*Reason: To encourage sustainable transport modes.*

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LANCASHIRE  
PR7 1SH

TEL 07702 682888  
www.extendeddesign.co.uk  
mail@extendeddesign.co.uk

Proposed alterations at Boro Corn Mill,  
Clarence Street, Chorley PR7 2BJ

**Goldseal Tradeline Limited**

**1:1250 & 1:500 LOCATION PLANS**

Rev	Description	Date
A	Bin / cycle Stores added	05/10/2023

Dwg No	1882/100A	Drawn	DP
Date	Jul 2023	Date	11/250 1/500

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## Planning Committee Meeting

16<sup>th</sup> January 2024



# Item 3e

23/00893/FUL

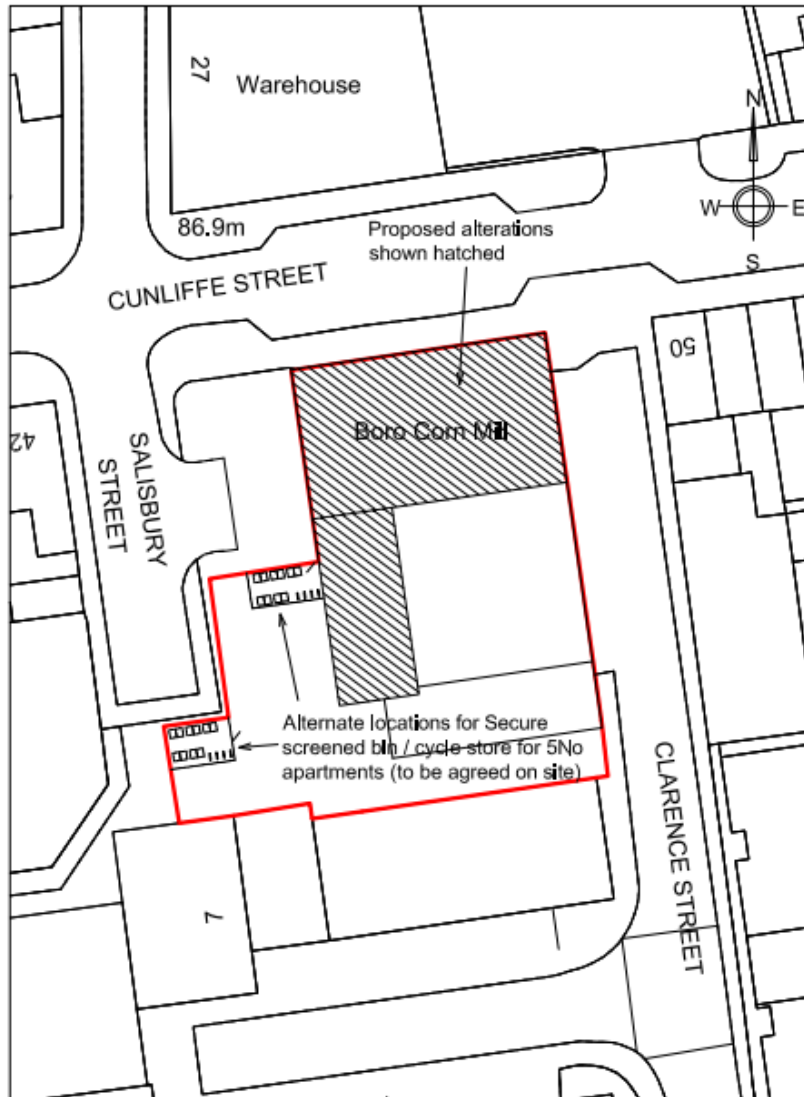
Boro Corn Mill, 48 Cunliffe Street, Chorley

Change of use of no. 48 Cunliffe Street  
across the second floor to 5no. apartments  
(Use Class C3)

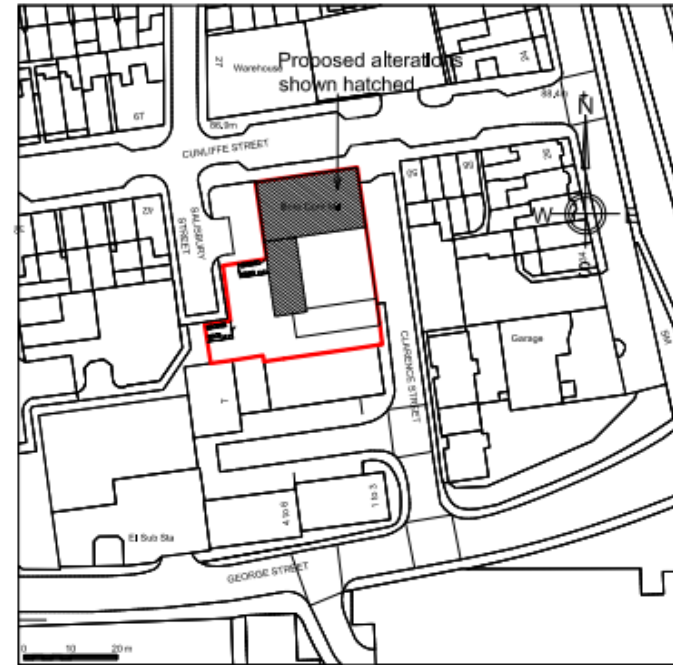
# Aerial view of site



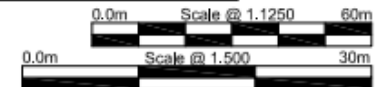
# Location Plan



PROPOSED 1:500 LOCATION MAP



PROPOSED 1:1250 LOCATION MAP

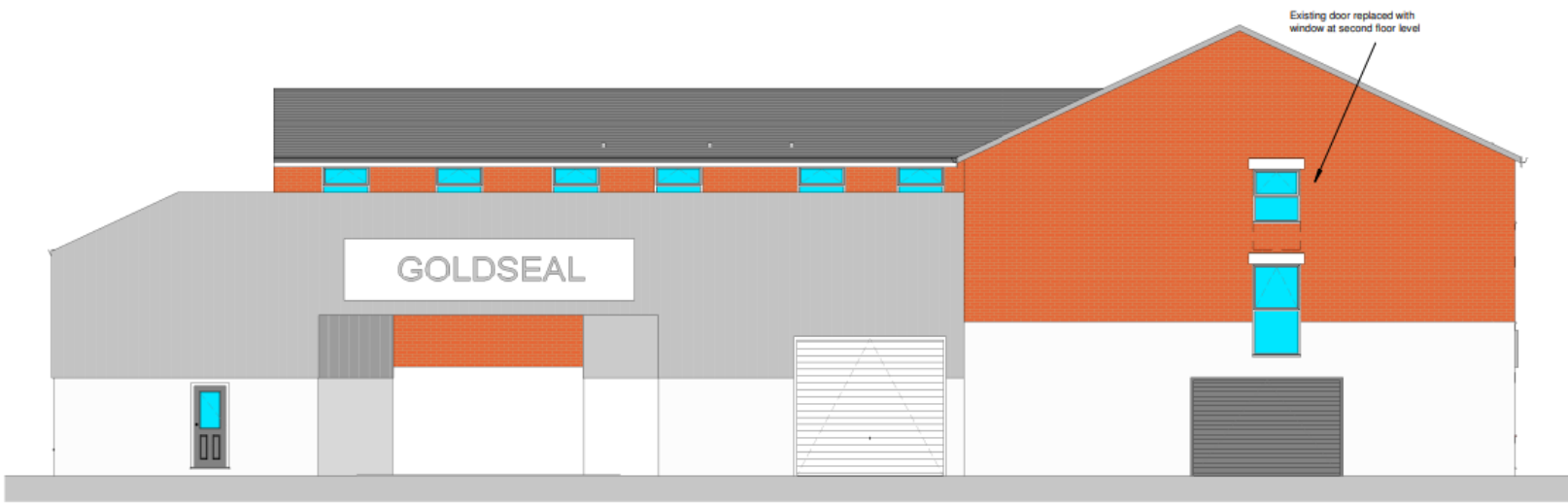


  
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 Clarence Street, Chorley PR7 2BJ  
**Goldseal Tradeline Limited**

Rev	Description	Date
A	Bin / cycle Stores added	05/10/2023
<b>1:1250 &amp; 1:500 LOCATION PLANS</b>		
Draw No: <b>1882/100A</b>		Drawn: DP Date: Jul 2023 Scale: A4 1:1250 1:500



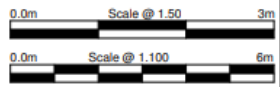
# Proposed elevations



**Front Elevation**  
1 : 100



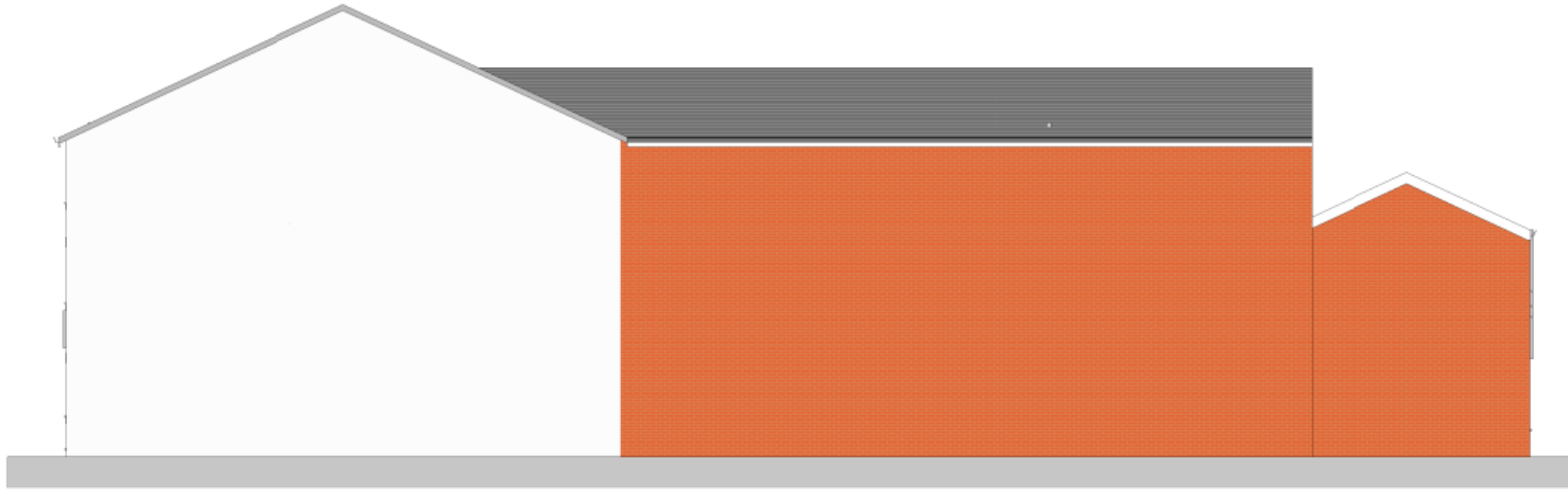
**Left Hand Elevation**  
1 : 100



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 mail@extendeddesign.co.uk  
 Proposed alterations at Boro Corn Mill,  
 Clarence Street, Chorley PR7 2BJ  
 Goldseal Tradeline Limited

Rev	Description	Date
Proposed Elevations Sheet 1		
Job No	1882	Drawn DP
Dwg No	108	Date July 2023
		Scale @ A3 1 : 100

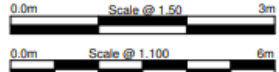
# Proposed elevations



**Rear Elevation**  
1 : 100



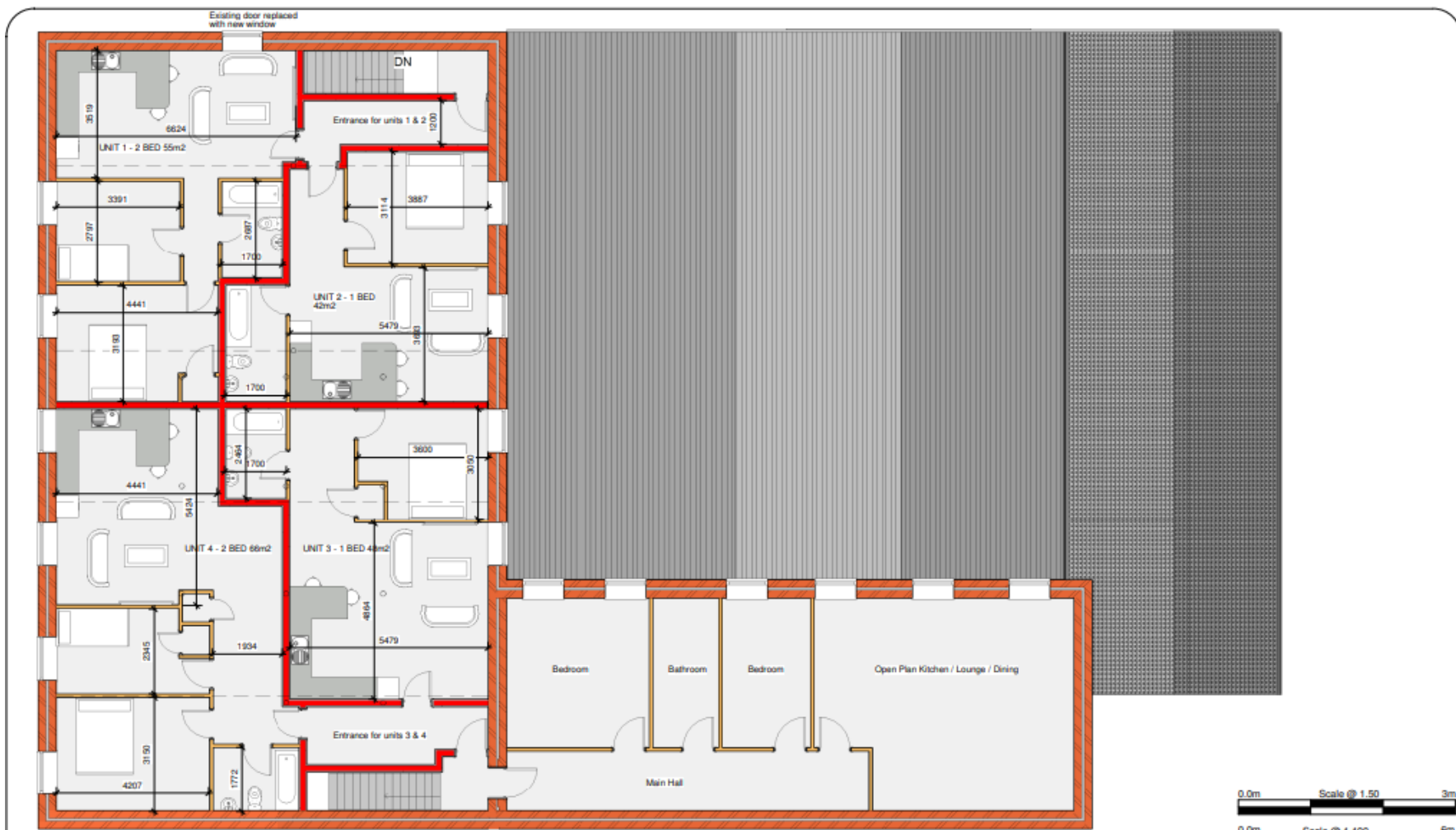
**Right Hand Elevation**  
1 : 100



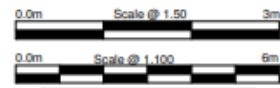
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 Proposed alterations at Boro Corn Mill,  
 Clarence Street, Chorley PR7 2BJ  
 Goldseal Tradeline Limited

Rev	Description	Date
Proposed Elevations Sheet 2		
Job No	1882	Drawn DP
Draw No	109	Date July 2023
		Scale @ A3 1 : 100

# Proposed floorplans



**Second Floor Plan**  
1 : 100



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Proposed alterations at Boro Corn Mill,  
 Clarence Street, Chorley PR7 2BJ

Goldseal Tradeline Limited

Rev	Description	Date
Proposed Second Floor Layout		
Job No	1882	Drawn DP
Drawn		Date July 2023
Sheq No	112	Scale @ A3 1 : 100

# Site photo – view of front elevation from Cunliffe Street



# Site photo – view of side (west) elevation from Cunliffe Street



# Site photo – view of side (east) elevation from Clarence Street



# Site photo – view of side (west) elevation from Salisbury Street



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Report of	Meeting	Date
Director of Governance	Planning Committee	16 January 2024

## **PROPOSED CHORLEY BOROUGH COUNCIL PART OF FOOTPATH 26 (CHORLEY NORTH AND ASTLEY) PUBLIC PATH DIVERSION ORDER 2024**

### **PURPOSE OF REPORT**

1. To consider an application submitted on behalf of FI Real Estate Management Limited for the diversion of part of Public Footpath No. 26 (Chorley North and Astley) in order to facilitate the development of 33 individual units for employment and commercial uses.

### **RECOMMENDATION(S)**

2. That the making of the proposed Chorley Borough Council Part of Footpath 26 (Chorley North and Astley) Diversion Order 2024 pursuant to Section 257 of the Town and Country Planning Act 1990 be approved in respect of lengths of Footpath 26 so as to facilitate development in accordance with the grant of planning permission reference 21/00439/FULMAJ.
3. That the Director of Governance is authorised to serve notice regarding the making of the order on prescribed persons and arrange for notice in the local press and on site.
4. That the Director of Governance is authorised, in the event that no representations are received objecting to the order or in the event that any which are received are withdrawn, to confirm the order as unopposed and to serve notice regarding the confirmation of the order on prescribed persons and arrange for notice in the local press and on site.

### **EXECUTIVE SUMMARY OF REPORT**

5. Sections of Public Footpath No. 26 (Chorley and Astley) affect a site next to the M61 motorway. The land benefits from the grant of planning permission to construct up 33 individual units for various employment and commercial uses, namely retail and food and drink uses, light industry, general industry and warehousing.
6. Full planning permission was granted for the development on 25 January 2023.
7. A public right of way along the routes of Public Footpath 26 traverses the site to be developed and indeed crosses the middle of proposed Building E which is intended for employment use.
8. Works will be required by the diversion order at the cost of the applicant to make it the legal public right of way.
9. The applicant's solicitors have submitted a letter of application dated 23 November 2023 which is attached as Appendix A. The letter includes a map at the very end which the Council will adopt as the order map.

- 10. Members are referred to the map which shows a section of the existing legal footpath by a continuous bold black line between the points A-B-C-D and separate section between the points E-G. These are the routes which it is proposed to divert i.e. they will cease to be a legal right of way.
- 11. In order to facilitate the development it is proposed to divert the path onto a route between the points A-F-E and the points D-G shown by bold black dashes on the order map.

<b>Confidential report</b> Please bold as appropriate	Yes	No
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**CORPORATE PRIORITIES**

- 12. This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all	X	A strong local economy	
Clean, safe and healthy communities		An ambitious council that does more to meet the needs of residents and the local area	

**DETAILS OF THE PROPOSAL**

- 13. The length of the currently existing Footpath No. 26 between the points A-B-C-D forming part of the subject of the application runs for a total distance of about 315 metres.
- 14. The length of the proposed diverted route between the points A-F-E runs for a total distance of about 192 metres.
- 15. The length of currently existing footpath between the points E-G runs for a total distance of about 49 metres. The proposed diverted section between the points D-G is about 95 metres long.
- 16. Overall the diversion comprises a shorter route so it is not materially less convenient for users.
- 17. The land affected by the proposed order is owned by Lea Valley Limited which consents to the proposed order. It is under the same control as the applicant company.
- 18. The cost of dealing with the application and statutory notices in the local press will be met by the applicant.

**IMPLICATIONS OF REPORT**

- 19. This report has implications in the following areas and the relevant Directors' comments are included:

Finance		Customer Services	
Human Resources		Equality and Diversity	
Legal		Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	

**COMMENTS OF THE STATUTORY FINANCE OFFICER**

- 20. The applicant will be required to make a contribution of £1,500 to the costs of making the order. When the order comes into effect after it is certified that its provisions have been complied with legal responsibility for maintenance of the newly created sections of public footpath will rest with Lancashire County Council.

**COMMENTS OF THE MONITORING OFFICER**

- 21. An order made under Section 257 may provide for the creation of an alternative highway for the footpath to be diverted. The order may also authorise or require works and require any person named in the order to meet the costs of such works.
- 22. A public notice describing the order must be advertised in the local press and the order placed on deposit for public inspection. This public notice and order map must also be placed at each end of the length of public footpath to be diverted. Owners of land affected by the order and various statutory consultees must be contacted and served with the order and notice and allowed the opportunity to make objections within 28 days from the making of the order. If no objections are made the order may then be confirmed as an unopposed order. After the order is confirmed i.e. made permanent it does not come into effect until Chorley Borough Council certifies that the provisions of the order have been complied with in relation to any works required to bring the diverted route up to standard.

<b>Background Papers</b>			
<b>Document</b>	<b>Date</b>	<b>File</b>	<b>Place of Inspection</b>
None	Not applicable	22718	Not applicable

<b>Report Author</b>	<b>Ext.</b>	<b>Date</b>	<b>Doc ID</b>
Alex Jackson	5166	4 January 2024	IKEN File 22718

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Mr Iain Crossland  
Chorley Borough Council  
Civic Offices  
Union Street  
Chorley  
Lancashire  
PR7 1AL

Date: 23 November 2023  
Our ref: 1917\65436205.1\115704.16\2630  
Direct tel: +44 (0) 161 836 7724  
E-mail: [andrew.piatt@gateleylegal.com](mailto:andrew.piatt@gateleylegal.com)

**By e-mail only:** [iain.crossland@chorley.gov.uk](mailto:iain.crossland@chorley.gov.uk)

Dear Iain

**TOWN AND COUNTRY PLANNING ACT 1990 SECTION 257: PROPOSED DIVERSION OF PART OF FOOTPATH 0902026, GREAT KNOWLEY, CHORLEY**

We act on behalf of FIREM Limited in relation to land at Botany Brow, Great Knowley.

The route of footpath 0902026 where it crosses land at Botany Bay is affected by the implementation of a planning permission for a Business Park. We therefore formally apply for part of the existing route of footpath 0902026 to be diverted to a new alignment to allow for the completion of the employment land development.

Planning Position

Planning permission 21/00439/FULMAJ was granted by Chorley Borough Council on 25<sup>th</sup> January 2023. The planning permission is for the development of land at Botany Bay, Canal Mill, Chorley PR6 9AF for the following:

*“Hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows:*

*Detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for use classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into the site from the south (for emergency vehicle access only); new main and secondary circulation road; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for use class E (food and drink/sui generis (hot food takeaway)) and Block B (484 sqm) for use class E and related access, car parking, circulation and landscaping.”*

Ship Canal House  
98 King Street  
Manchester M2 4WU  
DX 14317 Manchester 1  
0161 836 7700

[gateleylegal.com](http://gateleylegal.com)

The existing Public Right of Way runs through the middle of proposed Building E which is a large employment unit.

The planning permission is enclosure 1 to this letter. Under the existing footpath, the affected part of the existing footpath runs across a rough area of land until recently occupied by car parking. It now forms a building site for the Business Park. The alignment of the footpath requires temporarily diverting.

#### The Existing Footpath

The existing footpath runs across a rough area of land until recently occupied by car parking. It now forms a building site. The alignment of the footpath requires temporarily diverting to accommodate ongoing building work. An application for a Temporary Traffic Regulation Order for this temporary diversion is being submitted to Lancashire County Council under separate cover.

#### Implementation of the Development

The development permitted under the planning permission is for a Business Park. The route of the public footpath is affected by part of the development which has been approved in detail. In particular the public footpath runs through the middle of business unit E on the development plan and thereafter through car-parking and ancillary areas. The development is required to be carried out in accordance with certain approved drawings as identified in condition 3 of the planning permission. Those of particular relevance are:

1. Site layout plan – 1181/02 – 001 Revision P13
2. Phasing Plan - 1181/02 – 001 Revision P12
3. Block E drawing 1181/03 – 005 - P05 Block E elevation drawings

Copies of these plans form enclosure 2 to this letter.

The alignment of a diverted public footpath route is shown on the approved phasing plan running between Blocks E and D. Development pursuant to the planning permission has already commenced and the alternative route for the public footpath shown on the phasing plan has been constructed of crushed stone and is available for public use.

Block E which affects the alignment of the footpath is partially constructed with a framework having been erected and some of the cladding installed. The building cannot be completed until such time as a permanent diversion of the footpath has been secured. Extensive works to the building remain to be carried out with cladding not having been installed along the alignment of the public footpath. The route of the public footpath running through the framework of the building remains passable and significant work under the planning permission is still required to be carried out in order to complete Block E and render it suitable for occupation. Until Block E is totally completed the footpath will remain in situ running through the building and will not be obstructed. This can be seen on the photograph at enclosure 3. Until the footpath is permanently diverted the development pursuant to the planning permission, specifically in relation to Block E, cannot be completed and the building cannot be occupied and used.

#### Existing Footpath Description

The existing route runs from point A on the plan adjacent to the verge of the A574 where it meets junction 8 of the M61 motorway. It runs in a southerly direction for 105m to point B where it turns eastwards running for 108m to point C and then turns back northwards running for 102m to point D. The total length of the part of the path to be diverted is 315m.

#### Proposed Diversion Route

The proposed diversion route starts at point A and then heads in a northerly direction running for 83m to point F. It then turns and runs in a south easterly direction to point E for a distance of 109m. At point E it joins a part of the existing Public Right of Way 0902026 running between points E and D. At point

D the diversion resumes running in an easterly direction crossing over the site access road to the canal tow path of the Leeds and Liverpool Canal. At the canal bank it turns northwards to point G; the different distance between point D and G is 95m.

The section of the Public of Right of Way that runs initially in a northerly direction and then in an easterly direction to point G is some 71m and that is proposed to be stopped up.

These routes, distances and related Ordnance Survey coordinates are shown on the plan attached at enclosure 4.

We understand the principle of the diversion has been discussed with the Public Rights of Way Officers at Lancashire County Council and agreed as was reported in the Planning Committee Report relating to the planning application. That states that the proposed diverted footpath layout accords with the request of the Lancashire County Council Public Rights of Way Officer. The County Council therefore had no objection to the planning application on the grounds of impact upon the Public Right of Way network.

#### The Statutory Framework and the Legal Tests

The Order is sought under Section 257 of the Town and Country Planning Act 1990 which provides that a Local Planning Authority may divert a public footpath if it is "*satisfied that it is necessary to do so in order to enable development to be carried out (a) in accordance with a planning permission granted under Part III.*"

The making of the Order and/or its confirmation is subject to a twofold test.

The first essential precondition is that the Council must satisfy itself before making the Order that there is a conflict between the Planning Permission and the continued existence along its present line of Footpath 0902026 in order to enable the development of the business park to be carried out (the Necessity Test).

The second fundamental element in the determination of whether the Order should be confirmed means balancing the respective public interests in favour of allowing the development to proceed with the disbenefit caused by diverting the footpath and reaching a conclusion whether it is appropriate for Footpath 0902026 to be diverted (the Merits Test).

#### The Necessity Test and its Application

In applying the Necessity Test it is important to remember that it is not for the decision maker to reassess the merits of the development for which planning permission has already been granted. The planning permission that has been granted is to be taken as given.

This proposition is based on the Court of Appeals decision in *Vasiliou -v- The Secretary of State for Transport [1991] 61 P. and C.R. 507*. Lord Justice Nichols said at page 509:

*Section 209 of the Town and Country Planning Act 1971, under which the stopping up Order would be made, is solely related to highway matters; it is not concerned as to the merits of the planning permission which has already been granted. For that reason, the Secretary of State cannot agree with the Inspector's conclusion ... that the effect of the stopping up on trade must be a relevant material consideration. In his view the question of any potential loss of trade is a matter for the planning authority to take into account when considering the application for planning consent. If the Secretary of State were to take this matter into account in deciding whether or not to authorise the stopping up of the highway in question under section 209(1) then he would be usurping the planning function and acting beyond his powers.*

and at 515:

*A pre-requisite to an order being made under the limb of section 209 relevant for present purposes is the existence of a planning permission for the development in question. Thus, the Secretary of State for Transport's power to make a closure order arises only where the Local Planning Authority, or the Secretary of State for the Environment, has determined that there is no sound planning objection to the proposed development. I do not think that there can be any question of the Secretary of State for Transport going behind that determination. He must approach the exercise of his discretion under section 209 on the footing that that issue has been resolved in favour of the development being allowed to proceed.*

Here the planning permission is a hybrid planning permission for the construction of a business park. In particular, the footprint of the large business unit E which is approved in detail sits across the line of the public footpath and would totally obstruct passage along it. Beyond the building there is conflict between the footpath and the car parking layout so neither the car park nor the building could be built out in accordance with the approved drawings and in respect of the car parking area, there would clearly be conflict between pedestrians and vehicles which would be unsafe. This can clearly be seen on the site masterplan.

It therefore follows that the detailed layout of the Business Park and particularly Block E which has been approved by the Local Planning Authority to meet planning policy and support employment needs cannot continue to be constructed and the building cannot be occupied unless the affected part Footpath 0902026 is diverted.

In summary, the planning permission for the Botany Bay Business Park is in hybrid with the construction of Building E, resulting in a very large warehouse sitting directly on the top of the line of the public footpath.

The building once completed with cladding and roofing in place and internal fittings will totally physically obstruct passage along the line of the footpath. Outside of the building the footpath will also conflict with the layout of car parking and roads resulting in a danger to users of it.

The footpath cannot be retained in its existing position because the development cannot be completed and used in accordance with the approved drawings. The approved scheme includes an alternative alignment for the public footpath.

It follows that the necessity test is satisfied.

#### The Merits Test

The Merits Test involves consideration of the advantages and disadvantages of confirming the Order. In doing so the reasons for the grant of planning permission and the planning merits of the scheme cannot be reopened. The planning permission has to be accepted. Instead, the public benefits of the development are to be accepted and acknowledged given the grant of planning permission. Further, as is pointed out in Circular 1/09 at paragraph 7.15, there must be *good reasons* to justify any decision not to confirm the Order. Consideration of the Merits Test requires any disadvantages flowing from the Order to be of such significance to outweigh the benefits of the development before concluding that the Order ought not to be confirmed.

As noted above, the position is based upon the Court of Appeal decision in *Vasiliou -v- The Secretary of State for Transport* [1991] 61 P and CR 507. Lord Justice Nichols went on to say at page 515:

*It is on that basis that he must determine whether the disadvantages and losses, if any, flowing directly from a closure order are of such significance that he ought to refuse to make the closure order. In some instances, there will be no significant disadvantages or losses, either (a) to members of the public generally or (b) to the persons whose properties adjoin the highway being stopped up or are sufficiently near to it that, in the absence of a closure order, they could bring proceedings in respect of the proposed obstruction. In such instances the task of the Secretary of*



*State for Transport will be comparatively straightforward. In other cases, there will be significant disadvantages or losses under head (a) or under head (b) or under both heads. In those cases, the Secretary of State for Transport must decide whether, having regard to the nature of the proposed development, the disadvantages and losses are sufficiently serious for him to refuse to make the closure order sought. That is a matter for his judgment. In reaching his decision he will, of course, also take into account any advantages under heads (a) or (b) flowing directly from a closure order: for example, the new road layout may have highway safety advantages.*

Lord Justice Nichols went on to say:

*Of course, some proposed developments are of greater importance, from the planning point of view, than others. When making his road closure decision the Secretary of State for Transport will also need to take this factor into account. But here again, I do not think that this presents an insuperable difficulty. In the same way as it is not for the Secretary of State for Transport to question the merits, from the planning point of view, of the proposed development, so also it is not for him to question the degree of importance attached to the proposed development by those who granted the planning permission. The planning objective of the proposed development and the degree of importance attached to that objective by the Local Planning Authority will normally be clear. If necessary, the planning authority can state its views on these points quite shortly. Likewise, if the permission was granted by the Secretary of State for the Environment on appeal, his decision letter will normally give adequate guidance on both those points. Either way, the Secretary of State for Transport can be apprised of the views on these points of the planning authority or of the Minister who granted the planning permission. The Secretary of State for Transport will then make his decision on the road closure application on that footing. In this way there will be no question of objectors being able to go behind the views and decision of the Local Planning Authority, or of the Secretary of State for the Environment, on matters which were entrusted to them alone for decision, viz., the planning merits of the development.*

#### Application of the Merits Test

The Central Lancashire Employments Skills Supplementary Planning document was adopted in September 2017 and relates to the relevant policies in the Core Strategy and the Local Plan as well as guidance within the National Planning Policy Framework in respect of employment development. It states that one of Central Lancashire's priorities is to encourage economic growth within the area that benefits people and businesses. It states that it 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."*

The proposed development creates significant investment in the Borough of Chorley and will create significant jobs both during the construction and operational phase of the development. It will therefore contribute significantly to economic growth within Chorley, supporting the provision of employment and meeting with the expectations of the Chorley Local Plan with regard to the employment allocation on the site. The socio-economic benefits of the proposal and the delivery of Local Plan policies will therefore attract very significant weight and outweigh any minor inconvenience caused by the slight diversion of the Public Right of Way.

#### Conclusion

In conclusion, the statutory test in Section 257 is met because the diversion of the footpath is "necessary" to implement the planning permission that has been granted. That planning permission is in detail insofar as Building E that sits astride the public footpath is concerned. The planning permission

will deliver significant socio-economic benefits, supporting employment land delivery and the aims of the Local Plan. The diversion will improve the physical quality of the route and therefore its accessibility. The diversion will have minimal impact upon the distance walked and all connections to the public highway and Public Rights of Way network will continue to be available.

In conclusion therefore, the diversion is necessary, and the benefits of the diversion far outweigh any minor inconvenience caused by it so that the statutory test is satisfied.

Yours faithfully



**Gateley Legal**

Encls.

**ENCLOSURE 1**

**Planning Permission 21/00439/FULMAJ**

Date: 25 January 2023  
Our Ref: 21/00439/FULMAJ  
Please ask for: Mr Iain Crossland

Civic Offices  
Union Street  
Chorley  
PR7 1AL

Mr John Francis  
538 Newchurch Road  
Rawtenstall  
Rossendale  
BB4 7TL

### Planning Application

Dear Mr Francis,

**Proposal:** Hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping

**Location:** Botany Bay Canal Mill Botany Bay Chorley PR6 9AF

**Reference:** 21/00439/FULMAJ

Please find attached the Decision Notice in respect of the above application. The 'important notes' attached to the notice should be read carefully, they will help you to understand this decision, your rights and other things you may have to do.

Chief Planning Officer  
Chorley Council



## PLANNING PERMISSION

Town and Country Planning Act 1990

### Applicant:

Mr Barry Williams  
FI Real Estate Management Ltd, Canal Mill, Botany Bay, Chorley

### Agent:

Mr John Francis  
538 Newchurch Road, Rawtenstall, Rossendale. BB4 7TL

Application Number 21/00439/FULMAJ	Date Received 9 April 2021
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### The Development:

Hybrid planning application seeking detailed and outline planning permission for the development of Botany Bay Business Park comprising development of Blocks A to J (37,661 sqm GIA) as follows: detailed planning permission is sought for Blocks C to J (36,996 sqm GIA) for Use Classes E (light industry only), B2 and B8; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26; and outline planning permission (all matters reserved except for means of access) for Block A (181 sqm) for Use Class E (food and drink)/sui generis (hot food takeaway) and Block B (484 sqm) for Use Class E and related access, car parking, circulation and landscaping

### Location:

Botany Bay Canal Mill Botany Bay Chorley PR6 9AF

Chorley Borough Council (the Local Planning Authority) gives notice of its decision to grant **Planning Permission** for the development, subject to the following conditions -

1. The Development shall only be carried out in accordance with the approved plans, except as may otherwise be specifically required by any other condition of this permission.

*Reason: To define the permission and in the interests of the proper development of the site.*

2. The proposed development of Blocks C to J; retention and improvements to existing vehicular access into site off A674; retention of closed access into site from the south (for emergency vehicle access only); new main and secondary circulation roads; servicing and circulation yards and HGV parking; car parking; pedestrian routes; landscaping and public realm; provision and upgrading of ancillary services and infrastructure and diversion of PROW FP26 must be begun not later than three years from the date of this permission.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

3. The development hereby permitted shall be carried out in accordance with the approved plans below:

Title	Plan Ref	Received On
Location Plan	1181-02-000-REV-P03	28 March 2022
Proposed Site Plan	1181-02-001-REV-P13	28 September 2022
Proposed Site Plan (Phasing)	1181-02-001-REV-	2 November 2022

	P12	
Proposed Site Sections	1181-04-001-REV-P03	9 April 2021
Proposed Site Sections	1181-04-002-REV-P02	9 April 2021
Strategic Landscape Masterplan	10510/P22a	1 November 2021
Proposed Plans Block J	1181-03-010-REV-P04	9 April 2021
Proposed Plans Block J Mezzanine Plans	1181-03-010-REV-P04	9 April 2021
Proposed Roof Plans Block J	1181-03-010A-REV-04	9 April 2021
Proposed Plans Block C	1181-03-003-REV-P04	9 April 2021
Proposed Roof Plans Block C	1181-03-003A-REV-P02	9 April 2021
Proposed Plans Block D	1181-03-004-REV-P04	9 April 2021
Proposed Roof Plan Block E	1181-03-005A-REV-P02	9 April 2021
Proposed Plans Block F	1181-03-006-REV-P04	9 April 2021
Proposed Roof Plan Block F	1181-03-006A-REV-P03	9 April 2021
Proposed Roof Plan Block G	1181-03-007A-REV-P03	9 April 2021
Proposed Elevations Block C-C1	1181-05-003A-REV-P05	9 April 2021
Proposed Elevations Block C-C2	1181-05-003B-REV-P05	9 April 2021
Proposed Elevations Block C-C3	1181-05-003C-REV-P05	9 April 2021
Proposed Elevations Block D	1181-05-004-REV-P05	9 April 2021
Proposed Elevations Block J Sheet 1 of 2	1181-05-010-REV-P05	9 April 2021
Proposed Elevations Block J Sheet 2 of 2	1181-05-010-REV-P05	9 April 2021
Proposed Elevations Block F	1181-05-006-REV-P06	8 November 2021
Proposed Elevations Block G	1181-05-007-REV-P06	8 November 2021
Proposed Plans Block E	1181-03-005-REV-P05	28 March 2022
Proposed Elevations Block E Sheet 1 of 2	1181-05-005-REV-P07	28 March 2022
Proposed Elevations Block E Sheet 2 of 2	1181-05-005-REV-P07	28 March 2022
Proposed Elevations Block H & I	1181-05-009-REV-P08	28 September 2022
Proposed Plans Block H & I	1181-03-009-REV-P06	28 September 2022
Site Plan - Overall Key Plan Layout	21030-DPL-XX-XX-DR-E-6000	9 April 2021
Site Plan External Lighting Layout Sheet 1 of 8	21030-DPL-XX-XX-DR-E-6001	9 April 2021
Site Plan External Lighting Layout Sheet 2 of 8	21030-DPL-XX-XX-DR-E-6002	9 April 2021
Site Plan External Lighting Layout Sheet 3 of 8	21030-DPL-XX-XX-	9 April 2021

	DR-E-6003	
Site Plan External Lighting Layout Sheet 4 of 8	21030-DPL-XX-XX-DR-E-6004	9 April 2021
Site Plan External Lighting Layout Sheet 5 of 8	21030-DPL-XX-XX-DR-E-6005	9 April 2021
Site Plan External Lighting Layout Sheet 6 of 8	21030-DPL-XX-XX-DR-E-6006	9 April 2021
Site Plan External Lighting Layout Sheet 7 of 8	21030-DPL-XX-XX-DR-E-6007	9 April 2021
Site Plan External Lighting Layout Sheet 8 of 8	21030-DPL-XX-XX-DR-E-6008	9 April 2021

*Reason: For the avoidance of doubt and in the interests of proper planning.*

4. An application for approval of the reserved matters (namely the appearance, layout, scale and landscaping for Block A (181 sqm) and Block B (484 sqm) and related access, car parking, circulation and landscaping) must be made to the Council before the expiration of three years from the date of this permission and the development of Block A and Block B and related access, car parking, circulation and landscaping hereby permitted must be begun two years from the date of approval of the last of the reserved matters to be approved.

*Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*

5. The approved means of access to Block A and Block B hereby permitted shall be carried out in accordance with the following approved plans:

<b>Title</b>	<b>Plan Ref</b>	<b>Received On</b>
Location Plan	1181-02-000-REV-P03	28 March 2022
Proposed Site Plan	1181-02-001-REV-P13	28 September 2022

*Reason: For the avoidance of doubt and in the interests of proper planning.*

6. Prior to the erection of the superstructure of any building hereby approved samples of the associated external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.

*Reason: To ensure that the materials used are visually appropriate to the locality.*

7. Prior to the erection of the superstructure of any building hereby approved, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

*Reason: To ensure a visually satisfactory form of development.*

8. Prior to any development within a phase other than demolition and ground works 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.

*Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.*

9. No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site.



*Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.*

10. No development shall take place (including demolition, ground works, vegetation clearance) until a scheme for offsetting biodiversity impacts to achieve net gain shall be submitted to and approved in writing by the Local Planning Authority.

The proposed offsetting scheme shall:

- a) be based on prevailing DEFRA guidance;
- b) comply with prevailing regulatory standards and policy requirements which are in force and applicable to this site;
- c) include details of the offset requirements of the development in accordance with the current DEFRA biodiversity metric;
- d) include the identification of a receptor site or sites;
- e) include the evidence of arrangements with the relevant landowner that secures the delivery of the offsetting scheme;
- f) include a management and monitoring plan (which shall include for the provision and maintenance of such offsetting measures);
- g) Timetable for implementation.

*The biodiversity offsetting measures shall be carried out in accordance with the approved scheme and timetable.*

11. A detailed scheme for the landscaping of the development and its surroundings shall be submitted prior to the first occupation of any building hereby approved. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and structures. The scheme should include a landscaping/habitat creation and management plan which should aim to contribute to targets specified in the UK and Lancashire Biodiversity Action Plans. Landscaping proposals should comprise only native plant communities appropriate to the natural area.

All hard and soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

*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.*

12. 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.

*Reason: Nesting birds are a protected species.*

13. All works and ecological measures shall be carried out in accordance with the details contained in Construction Environmental Management Plan: Biodiversity by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/03) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.

*Reason: To protect ecologically sensitive features during construction.*

14. The development hereby approved shall be carried out in full accordance with the details of on-site ecological enhancement and management and invasive species control contained in the Ecological Management Plan and Invasive Species Method Statement by United Environmental Services Ltd dated 17th May 2022 (Ref UES03062/04) and submitted on 17 May 2022 unless otherwise agreed in writing with the local planning authority.

*Reason: Due to the presence of invasive plant species and to ensure on-site ecological enhancements.*

15. Prior to any site clearance or soil stripping an Arboricultural Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. This shall include details for the protection of all trees to be retained and details how construction works will be carried out within any Root Protection Areas of retained trees. The development shall only be carried out in accordance with the approved Arboricultural Method Statement. No construction materials, spoil, rubbish, vehicles or equipment shall be stored or tipped within the Root Protection Areas.

*Reason: To safeguard the trees to be retained.*

16. Prior to any development within a phase other than demolition and ground works a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, shall be submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
  - o all previous uses
  - o potential contaminants associated with those uses
  - o a conceptual model of the site indicating sources, pathways and receptors
  - o potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

*Reasons:*

1. *To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.*
2. *To prevent deterioration of a water quality element to a lower status class in the underlying aquifer.*

17. No development shall commence other than demolition and ground works 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).

*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.*

18. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the site-specific flood risk assessment and surface water drainage strategy (March 2022, Ref: 2945FRA, Integra Consulting Ltd).

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.

*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.*

19. No development in any phase shall commence other than demolition and ground works until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority. The detailed surface water sustainable drainage strategy shall be based upon the site specific flood risk assessment and indicative surface water sustainable drainage strategy submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control (1 in 1, 1 in 30 and 1 in 100 year + 40% climate change event), with allowance for urban creep.
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
  - i. Site plan showing areas contributing to the drainage network, including surface water flows from outside the curtilage as necessary;
  - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions, design levels;
  - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
  - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
  - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
  - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
  - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;
- c) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates and groundwater levels in accordance with BRE 365.
- d) Evidence of an assessment of the existing on-site culverted watercourse to be used as a discharge point to confirm that it is in sufficient condition and capacity to accept surface water runoff generated from the development. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

*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.*

20. No development shall commence, other than demolition, ground works and vegetation clearance, until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the local planning authority.

The details of the plan to be submitted for approval shall include for each phase, as a minimum:

- 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.
- 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.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

*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.*

21. Prior to the first use of any building hereby permitted a site specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of SuDS components and connecting drainage structures, including watercourses and their ownership, and maintenance, operational and access requirement for each component;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

*Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 169 of the National Planning Policy Framework.*

22. Prior to the first use of any building hereby permitted a site specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, shall be submitted to and approved in writing by the Local Planning Authority.

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.

*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.*

23. Notwithstanding the plans hereby approved, details of the proposed eastern boundary treatment (including foundations, height, specification and materials) and landscape buffer zone shall first have been submitted to and agreed in writing by the Local Planning Authority. The details shall include cross sections clearly showing the relationship between the canal corridor, boundary fencing, existing hedge, proposed depth of the landscaping buffer and access road. The details shall be carried out in full accordance with the agreed details.

*Reason: To ensure that the external appearance of the development is satisfactory. The boundaries adjacent to waterside developments should provide an attractive façade and poor design can affect how the waterway is perceived.*

24. No development (including any site clearance) shall take place within 15m of the edge of the canal until a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate how the buildings, landscaping, level changes, access roads, boundary fencing, paths and supporting infrastructure would be carried out whilst protecting the structural integrity of the canal. The details shall also

include accurate cross sections showing the works relative to the canal corridor. In addition to this demonstrate how any additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure. The details shall also set out how any proposed earthmoving and excavation works required in connection with the development activities would be carried out and managed to protect the canal and its users. The development shall be carried out in strict accordance with the agreed details.

*Reason: Excavation, earth removal and construction works have the potential to adversely impact on the integrity of the waterway infrastructure.*

25. No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of archaeological work shall comprise the archaeological strip, map and recording of the sites of the ancillary mill buildings at Canal Mill.

This work should be carried out by an appropriately qualified and experienced professional archaeological contractor to the standards and guidance set out by the Chartered Institute for Archaeologists ([www.archaeologists.net](http://www.archaeologists.net)). The development shall be carried out in accordance with these agreed details.

*Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the site.*

26. Prior to the commencement of development other than demolition and ground works a scheme for the phasing of the development and triggers for the delivery and completion of all individual traffic mitigation measures, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority and National Highways. The development shall be implemented wholly in accordance with the submitted and approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To ensure that both the local and strategic highway networks continue to fulfil their purpose whilst, maintaining the safety for all users and to secure the proper development of the site in an orderly manner.*

27. Prior to the construction of any superstructures of any building hereby approved full design details of the traffic mitigation schemes relevant to that phase, as identified in the approved phasing strategy, shall have been submitted to and approved in writing by the Local Planning Authority in consultation with Lancashire County Council and National Highways, unless otherwise agreed in writing with the Local Planning Authority.

The details to be submitted for each of the individual traffic mitigation measures shall include:

M61 Junction 8

- Signal optimisation (MOVA) is required with review as part of the s278 works and also at agreed trigger points
- Queue detectors on links
- Modernisation and performance upgrade of signal equipment and controller
- Technology to link associated signals both upstream and down stream
- CCTV to monitor operation

A674 Blackburn Rd / B6228 Blackburn Rd Signal Controlled Junction and B6229 Corridor

- LCC highways require for signal (MOVA optimisation) review to address impacts to best manage the future network with review at agreed trigger points (in line with development phasing) and white lining scheme (including Moss Lane junction)
- Scheme of measures to be delivered on this alternative route on the B5228 Blackburn Road / Blackburn Brow corridor to address impacts to best manage the future network. The scheme expected to include the following:
  - o Speed review along length (currently 40mph)
  - o Review and update existing TRO's
  - o Road marking review and refresh in vicinity of Great Knowley
  - o Speed Indicator Device (SPID) on the approach from the north
  - o Gateway on approach to Great Knowley from north including white lining, roundells and possible carriageway narrowing (links to road marking review)

- o Nearest bus stops to the PROW to be upgraded to quality bus (and shelter to be provided in the northbound direction towards Blackburn)

#### A674 Blackburn Road / B6229 Moss Lane priority junction

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:

- Review of signing onto the corridor with its 7.5t weight restriction.
- Consider influencing driver behaviours by changing the carriageway treatment on the B6229 at either end such as:
  - o road marking including bar markings, or narrowing's
  - o different surface colour at junctions,
  - o raised tables.

#### A674 Blackburn Road / Proposed Commercial / Site Access roundabout

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

#### A674 Blackburn Road between M61 J8 and the site

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

#### A6 / A674 signalised roundabout (Hartwood Hall roundabout)

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

#### A6 / Euxton Lane signalised roundabout (Hospital roundabout)

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

#### Euxton Lane / Hospital Access signal controlled junction

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

#### New Strawberry Fields Signalised junction on Euxton Lane

- o Technology to link associated signals both upstream and down stream

Other Measures and sustainability provision

- o Signing and road marking review and update
- o Bus priority review
- o TRO review
- o Upgrading of bus provision on Blackburn Road
- o Foot/cycle way provision on A674 between the employment access and M61 J8 including removing of verge, crash barrier changes

*Reason: In the interests of safety and sustainable transport.*

28. The approved traffic mitigation measures shall be delivered in accordance with the approved phasing strategy, trigger points and details.

*Reason: To ensure that both the local and strategic highway networks continue to fulfil their purposes whilst maintaining the safety for all users and in the interests of safety and sustainable transport.*

29. The operation of the M61 Junction 8, post implementation of the improvement scheme, if this occurs before other mitigation measures, shall be monitored with particular regard to queue interaction with the adjacent local road network and queue lengths on slip roads throughout the period of monitoring on the local road network to inform the need and scope for intervention.

*Reason: to ensure the safe operation of the Strategic Road Network.*

30. Beyond construction to superstructure level (shell) no phase of development shall be carried out until the full design details of the traffic mitigation schemes at M61 Junction 8 and the A6 / A674 Hartwood junction, as shown in outline in Curtins drawing reference TPMA1498-108 Revision B, Curtins drawing reference TPMA1498-111 Revision B and WSP drawing reference 70046945 Revision P01, have been submitted to and approved in writing by the local planning authority in consultation with National Highways and Lancashire County Council.

The details to be submitted shall include:

- Final details of how the schemes interface with the existing highway alignment.
- Full carriageway surfacing and carriageway marking details.
- Full construction details.
- Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies (or approved relaxations/departures from standards).
- An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.
- A walking, cycling and horse-riding assessment in accordance with GG142 of the Design manual for Roads and Bridges.

No part of the development hereby approved shall be occupied until the approved traffic mitigation schemes have been constructed and completed in accordance with the approved details.

*Reason: to ensure the safe operation of the Strategic Road Network.*

31. No phase of development shall be carried out other than demolition and ground works until:

- (a) A plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected along the northern boundary of the development site (or at least one metre from any part of the existing motorway fence where the boundary lies within one metre of this) has been submitted to and agreed in writing by the local planning authority in consultation with National Highways; and
- (b) The fence approved by part (a) of this condition has been erected in accordance with the agreed details.

Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.

*Reason: To protect highway land from construction activities and to prevent any access between the site and strategic road network for safety reasons. This needs to be a pre-commencement condition as it deals with safeguards associated with both the construction phase and use of the development.*

32. Prior to the commencement of any development hereby approved, other than demolition, ground works and vegetation clearance, a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections) shall be undertaken in accordance with the requirements of CS551 of the design manual for Roads and Bridges and the results shared with National Highways.

*Reason: To ensure that the condition of the motorway culvert is recorded prior to the start of start of construction operations and to verify that it is fulfilling the purpose for which it was designed to operate.*

33. Prior to the first occupation of any building hereby approved a CCTV drainage survey of the drainage culvert passing under the M61 motorway into which the surface water arising from the development is to outfall into (including upstream connections to be agreed with National Highways) shall have been undertaken in accordance with the requirements of CS551 'Drainage Surveys' of the Design Manual for Roads and Bridges, the results of the CCTV drainage survey shared with National Highways and any damage to the motorway drainage culvert and upstream connection(s) noted from the CCTV drainage survey by National Highways in comparison with the CCTV drainage survey undertaken in Condition 8 rectified by the site owner to the satisfaction of National Highways in accordance with appropriate standards.

*Reason: To ensure that the condition of the motorway culvert is recorded after completion of site construction works and to verify that it continues to fulfil the purpose for which it was designed to operate and has not been damaged as a result of the development construction operations.*

34. No development shall commence, other than demolition, ground works and vegetation clearance, unless and until full constructional details of the building foundations, earthworks and retaining structures to be utilised have been agreed with National Highways in consultation with the local planning authority in accordance with standard CD622 'Managing Geotechnical Risk' and any relevant structures subject to Technical Approval from National Highways in accordance with the requirements of standard CG300 'Technical Approval of Highway Structures' of the Design Manual for Roads and Bridges.

*Reason: in the interests of maintaining the safety and integrity of the M61 motorway.*

35. No development shall commence, other than demolition, ground works and vegetation clearance, unless and until a system for vibration monitoring in connection with the construction of building foundations and earthworks associated with this development and which accords with the requirements of BS5228 Part 2 (or any successor National Highways Planning Response (NHPR 21-09) September 2021 standard) has been submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways and thereafter implemented on site for the duration of building foundation, construction and earthworks operations.

*Reason: To ensure that the integrity of the asset for which National highways is responsible motorway is protected for the duration of site construction works.*

36. No development hereby approved shall commence, other than demolition, ground works and vegetation clearance hereby approved shall commence unless and until an assessment of the site boundary with the M61 motorway has been undertaken by the applicant in relation to the completed development under the Roads Restraint Risk Assessment process and the findings submitted to and agreed in writing with the Local Planning Authority in consultation with National Highways; thereafter any resulting safety barrier work requirement on the M61 motorway agreed with National Highways and implemented at the applicant's expense in accordance with CD377 'Requirements for Road Restraint Systems'. of the Design Manual for Roads and Bridges.

*Reason: In the interests of safety.*

37. Prior to the commencement of the development hereby approved, other than demolition, ground works and vegetation clearance, a sustainable surface water drainage scheme in accordance with the principles shown within drawings reference 31913-SUT-ZZ-XX-DR-C-621-0001 P03 and 31913-SUT-ZZ-XX-DR-C-



610-0001 shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.

*Reason: in the interests of maintaining the safety and integrity of the M61 motorway.*

38. No drainage from the proposed development hereby approved shall connect into the motorway drainage system, nor shall any drainage from these sites run-off onto the M61 motorway.

*Reason: In the interests of safety and maintaining the integrity of the M61 motorway.*

39. No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, until a detailed construction plan working method statement relating to site development earthworks and drainage alongside the motorway has been submitted to and accepted by National Highways in consultation with the Local Planning Authority.

*Reason: In the interests of safety and maintaining the integrity of the M61 motorway.*

40. No development hereby approved shall commence, other than demolition, ground works and vegetation clearance, until a Construction Management Plan for that has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. vehicle routing and the parking of vehicles of site operatives and visitors;
2. hours of operation (including deliveries) during construction;
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. siting of cabins, site compounds and material storage area;
6. the erection of security hoarding where appropriate;
7. wheel washing facilities that shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. Coordinating with the highway authority under adverse weather conditions (rain, snow or icy);
8. measures to mechanically sweep the roads adjacent to the site as required during the full construction period;
9. measures to control the emission of dust and dirt during construction;
10. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
11. Measures to protect all watercourses within and adjacent to the site during the construction phase and to prevent building materials or surface water run-off entering the watercourses.

*Reason: In the interests of highway safety at all times of year, to protect the amenities of the nearby residents and to ensure that existing watercourses are protected during the construction phase.*

41. Full details of the provision of electric charging points to serve a particular phase of the development shall be submitted to and approved by the Local Planning Authority and the charging points installed and operational before the occupation of the building/s within that phase. The submitted details shall also include details of conduit to be installed at the time of construction to allow the installation of further charging points in the future. The parking bay shall be appropriately marked to ensure sole use by electric vehicles and adequate charging infrastructure with associated cabling provided for the designated parking bay. The charging point shall be located so that a 3m cable will readily reach the vehicle to be charged when parked in the designated parking bay. The charging points shall be retained and maintained thereafter.

*Reason: To enable and encourage the use of alternative fuel use for transport purposes in accordance with Policy 3 of the Central Lancashire Core Strategy.*

42. Full construction details of the diverted Public Right of Way (PRoW) 9-2-FP 26 shall be submitted to the Local Planning Authority and approved in writing prior to any footpath diversion works commencing. Such details shall ensure that the footpath is fit for purpose, attractive to users and remains so when development is in operation and that it can be used by all, in all-weather conditions and all times of year. The footpath shall be constructed in accordance with the approved details prior to the closure of the existing Public Right of Way (PRoW) 9-2-FP 26.

*Reason: to ensure pedestrian access is maintained and support sustainable transport.*

43. Prior to the first occupation of any phase of the development hereby permitted, a Full Travel Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. The Travel Plan to include

- o Contact details of a named Travel Plan Co-ordinator
- o Results from travel survey
- o Details of existing cycling, pedestrian and public transport infrastructure
- o Details of the provision of cycle parking
- o Objectives
- o SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- o Action plan of measures to be introduced, and appropriate funding
- o Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years
- o Surveys to capture any employees that park on street.
- o Mechanism and penalties/consequences to both employee and business for those that choose to park on the public highway.

The approved plan(s) will be audited and updated at intervals as approved and the approved plan(s) be carried out. All elements of the Full Travel Plan shall continue to be implemented at all times thereafter for a minimum of 5 years after completion of the development.

*Reason: To ensure that the development provides sustainable transport options.*

44. Prior to the construction of any superstructures of any buildings hereby approved details of pedestrian crossing provision, a right turn storage pocket and access on approach to Block A along the spine road shall have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of Block A.

*Reason: In the interests of highway safety.*

45. Covered cycle storage facilities shall be provided in accordance with a scheme to be submitted to the Local Planning Authority prior to the first occupation of each unit hereby approved. The approved cycle storage facilities shall be provided before that unit is first occupied and shall be permanently maintained thereafter.

*Reason: To allow for the effective use of the parking areas the promotion of sustainable forms of transport and aid social inclusion.*

46. 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 shall be permanently maintained thereafter.

*Reason: To allow for the effective use of the parking areas.*

47. Prior to the occupation of any building hereby approved the roundabout junction access on the A674 shall be modified and improved as set out in Drawing TPMA1498-109 Rev C (provided to LCC Highways via email on 28th Feb 2022). The proposed improvement to the roundabout includes an overrun area, with which two simultaneous movements of HGVs can be accommodated.

*Reason: To satisfy lane discipline for all vehicles including HGV's to and from the proposed development in the interests of highway safety.*

48. The emergency access to the south of the site from Blackburn Brow shall be kept clear and made available at all times.

*Reason: It is critical that the route for emergency vehicles from the south from the adopted highway through the site is kept clear at all times.*

49. The existing access to Blackburn Brow to the south of the site shall be maintained for non-motorised users, other than required to facilitate named phases of construction, and a scheme of access improvements for pedestrian and cycle provision to provide non-vehicular connectivity between the site and Blackburn

Brow shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of development. The approved scheme shall be implemented in full prior to the occupation of any building hereby approved.

*Reason: To ensure that the development provides sustainable transport options.*

50. The building identified as Block A hereby approved shall be used for Class E(b) uses and for hot food takeaway purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

*Reason: To define the development and to protect the amenity of neighbouring occupiers.*

51. The building identified as Block B hereby approved shall be used for Class E 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).

*Reason: To define the development and to protect the amenity of neighbouring occupiers.*

52. The buildings identified as Blocks C to J hereby approved shall be used for Class B2, B8 and E(g) use purposes and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

*Reason: To define the development and to protect the amenity of neighbouring occupiers.*

**Please note:** The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement of Paragraph 38 of the NPPF.

The applicant is advised that all planning permissions granted on or after the 1st September 2013 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at <http://chorley.gov.uk/Pages/AtoZ/Planning-Policy.aspx>

**Please note:** You are informed that the responsibility for safe development and secure occupancy of the site rests with the developer. The Local Planning Authority has determined the application on the basis of the information submitted, but this does not mean that the site is free from contamination.

**Please note:** You are informed that the responsibility for safe development and secure occupancy of the site rests with the developer. The Local Planning Authority has determined the application on the basis of the information submitted, but this does not mean that the land is free from instability.

**Please note:** The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: [www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

**Please note: Ordinary Watercourse (Land Drainage) Consent**

Under the Land Drainage Act 1991 (as amended by the Flood & Water Management Act 2010), you need consent from the Lead Local Flood Authority if you want to build a culvert or structure (such as a weir or outfall) 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.

As a minimum, the applicant will be expected to:

- o Carry out studies of the existing culvert/watercourse condition and capacity;
- o Undertake an examination of the downstream condition and implications of the development proposal, and;
- o Restrict surface water discharge rates so that the peak runoff rate from the development to the ordinary watercourse for the 1 in 1-year rainfall event and the 1 in 100-year rainfall event should never exceed the peak greenfield runoff rate for the same event.

As per Lancashire County Councils Consenting and Enforcement Policy, it should be noted that the Lead Local Flood Authority will generally refuse consent to applications that seek to culvert an existing ordinary watercourse. This is in line with Environment Agencies guidance on protecting watercourses.

You should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here: <https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse/>

For the avoidance of doubt, once planning permission has been obtained it does not mean that Ordinary Watercourse Consent will be given. The applicant must obtain Ordinary Watercourse Consent from Lancashire County Council before starting any works on site.

**Please note:** Public Rights of Way

Temporary closures

If the development is approved and any works are likely to cause a health and safety risk to users of a Public Right of Way the applicant would need to have a temporary closure notice in place prior to work commencing - if one is necessary and not in place the applicant would be open to enforcement proceedings

Diversions

If it is necessary to divert any Public Right of Way a diversion Order should be in place and certified prior to works commencing on the existing Right of Way - if a diversion is necessary and not in place any works on the Right of Way would be deemed an illegal obstruction and again open to enforcement proceedings.

**Please note:** The applicant/developer is advised to contact the Canal & River Trust Infrastructure Services Team on 01782 779909 or email [Enquiries.TPWNorth@canalrivertrust.org.uk](mailto:Enquiries.TPWNorth@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal Works affecting the Canal & River Trust.

This decision has been made having regard to the policies of the Development Plan which comprises the Adopted Central Lancashire Core Strategy (2012) and the Adopted Chorley Local Plan 2012-2026 and all other relevant planning policy and guidance including National Policy (the Framework), supplementary planning guidance and supplementary planning documents and Corporate documents of the Council.

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Signed:

Date: 25 January 2023

*Chief Planning Officer, Chorley Council*

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**Please read the notes attached to this notice carefully. They will help you to understand this decision, your rights and other things you may have to do. Further information is available at [chorley.gov.uk/planning](https://www.chorley.gov.uk/planning).**

# PLANNING PERMISSION

## Important Notes

1. This decision is to grant planning permission. No work may be carried out until all conditions which may have been imposed are satisfied as required.
2. This decision is to grant planning permission only. This decision does not imply or grant any other form of consent or approval which may separately be required under the Planning Acts or any other Act, Byelaw, Order or Regulation. This permission is not:
  - i) an approval under the Building Regulations;
  - ii) a Listed Building Consent or Conservation Area Consent for demolition or other works;
  - iii) a consent to display advertisements;
  - iv) a consent to top, lop, prune, fell or carry out any other works to a protected tree or a tree in a Conservation Area;
  - v) an authority to close, divert, or in any way block a public footpath, a public bridleway or public highway.
  - vi) an authority to carry out any works within the public highway (e.g. to form or alter a footway crossing);
  - vii) an indication that the requirements of any other legislation (e.g. public safety, pollution control or food hygiene) have been satisfied.
  - viii) a permission by the Council as landowner or landlord.
3. This permission is for the development described only. Carrying out of a different form of development could result in enforcement action. You should therefore seek advice in writing from the Development Control team on any proposed amendment or alteration.
4. Certain animals species (e.g. Barn Owls) are afforded special legal protection under the Wildlife and Countryside Act 1981. It is an offence to intentionally disturb such protected species.
5. If you are building or carrying out excavation in the vicinity of other buildings you may have a duty under the Party Wall Act 1996 to notify the owner of that property of your intentions.
6. You can usually appeal to the Secretary of State for Communities and Local Government against conditions imposed by the Council. Further details are below. However, it may help to discuss the position with Council officers first.
7. We aim to provide a fair and helpful service. Should you be unclear about any aspect of this decision, wish to discuss the decision, are concerned that the application was not dealt with properly, or have any comments on the Council's planning service, please [contact us](#).

## Statement of applicant's rights in accordance with article 22 of The Town and Country Planning (General Development Procedure) Order 1995

### Appeals to the Secretary of State

8. If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for Communities and Local Government under Section 78 of the Town and Country Planning Act 1990. You must do so within six months of the date of this notice. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

You can appeal online at [www.planningportal.gov.uk/pcs](http://www.planningportal.gov.uk/pcs) to complete an appeals form which you can get from the Planning Inspectorate, Room 3/18A Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Direct Line: 0117 372 8562). The Inspectorate will publish details of your appeal on the Planning Portal website. This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order. In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

### Purchase Notices

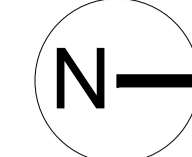
If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

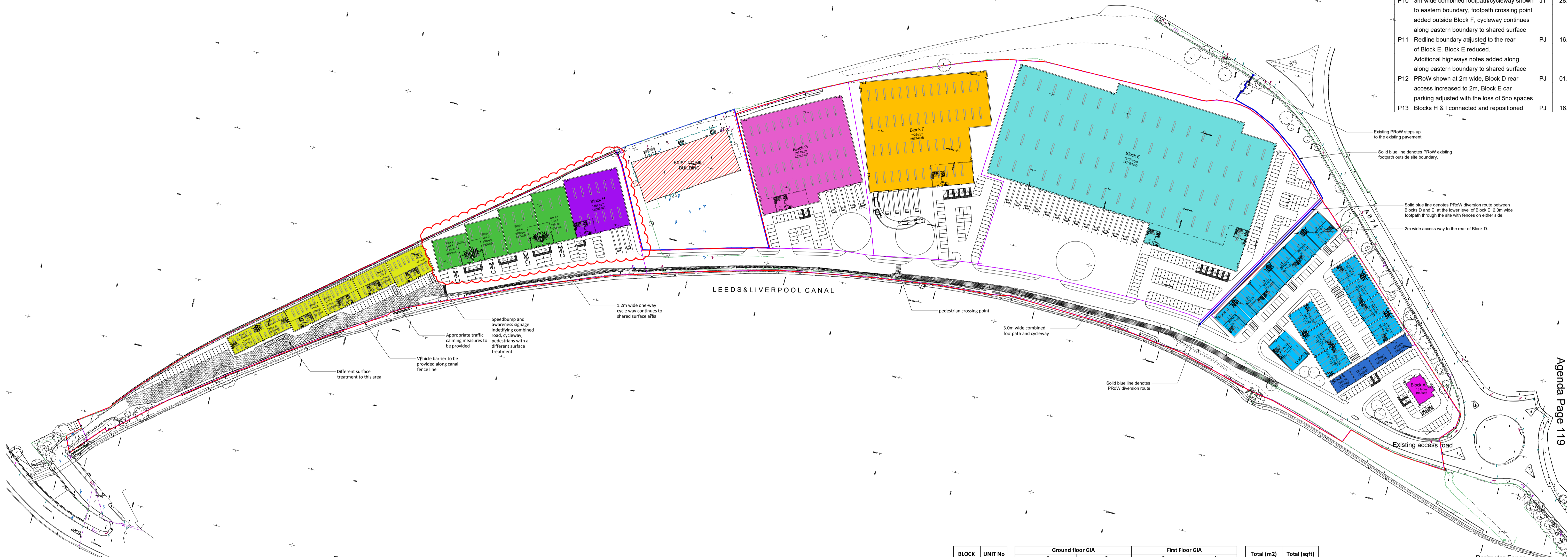
**ENCLOSURE 2**

**Approved Drawings**

- Site layout plan – 1181/02 – 001 Revision P13
- Phasing Plan - 1181/02 – 001 Revision P12
- Block E drawing 1181/03 – 005 - P05 Block E Elevation Drawings



Rev	Description	By	Date
P01	Initial Issue	PJ	18.01.21
P02	Amendments - Client Comment	MC	21.01.21
P03	Site Boundary and Block E amended	PJ	26.01.21
P04	Layout Amended	PJ	19.02.21
P05	Perimeter Fences Added	MC	08.03.21
P06	Planning Issue	MC	29.03.21
P07	Survey replaced with SEP survey	JT	29.10.21
P08	Block A road adjusted to Curtins comment, car parking spaces clarified	JT	18.01.22
P09	Parking to Mill removed. Public right of way repositioned. Traffic calming measures and road surface change added	PJ	16.02.22
P10	3m wide combined footpath/cycleway shown to eastern boundary, footpath crossing point added outside Block F, cycleway continues along eastern boundary to shared surface	JT	28.02.22
P11	Redline boundary adjusted to the rear of Block E. Block E reduced. Additional highways notes added along eastern boundary to shared surface	PJ	16.03.22
P12	PRoW shown at 2m wide, Block D rear access increased to 2m, Block D car parking adjusted with the loss of 5no spaces	PJ	01.08.22
P13	Blocks H & I connected and repositioned	PJ	16.09.22



Agenda Page 119

BLOCK	UNIT No	Ground floor GIA		First floor GIA		Total (m2)	Total (sqft)
		m2	sqft	m2	sqft		
A	1	181	1948			181	1948
	1	123	1324			123	1324
	2	122	1313			122	1313
B	3	122	1313			122	1313
	4	123	1324			123	1324
	1	317	3412	92.9	1000	409.9	4412
C	2	267	2874	92.9	1000	359.9	3874
	3	267	2874	92.9	1000	359.9	3874
	4	267	2874	92.9	1000	359.9	3874
	5	241	2594	92.9	1000	333.9	3594
	6	241	2594	92.9	1000	333.9	3594
	7	241	2594	92.9	1000	333.9	3594
	8	241	2594	92.9	1000	333.9	3594
	1	267	2874	92.9	1000	359.9	3874
D	2	267	2874	92.9	1000	359.9	3874
	3	267	2874	92.9	1000	359.9	3874
	4	267	2874	92.9	1000	359.9	3874
	5	267	2874	92.9	1000	359.9	3874
	6	267	2874	92.9	1000	359.9	3874
	1	13737	147865	975	10495	14712	158360
F	1	5228	56274	356	3832	5584	60106
G	1	3971	42744	271	2917	4242	45661
H	1	1487	16006	113	1216	1600	17222
	1	737	7933	92.9	1000	829.9	8933
	2	658	7083	92.9	1000	750.9	8083
I	3	550	5920	92.9	1000	642.9	6920
	4	436	4693	92.9	1000	528.9	5693
	1	457	4919	102	1098	559	6017
J	2	340	3660	90	969	430	4629
	3	340	3660	90	969	430	4629
	4	340	3660	89.6	964	429.6	4624
	5	224	2411	92.9	1000	316.9	3411
	6	224	2411	92.9	1000	316.9	3411
			33084	356116	3944.6	42460	
						37028.6	398576
						TOTAL AREA	

Parking - Units A to J - 420 spaces  
 Existing Mill - 0 spaces  
 Total - 420 spaces

Approximate Site Area: 20.4 acres (8.2 hectares / 82917sqm)

**MC AU** Modern City Architecture & Urbanism  
 Eastgate  
 2 Castle Street  
 Castlefield  
 Manchester  
 M3 4LZ  
 t: 0161 974 7203  
 e: info@mcau.co.uk  
 www.mcau.co.uk

Client  
**FI Real Estate Management**  
 Project  
**Botany Bay Industrial Chorley**  
 Description  
**Proposed Site Plan**

Status  
**Planning**  
 Scale 1:1250@A1  
 Job Number 1181  
 Drawn By PJ  
 Drawing Number 02-001  
 Date Jan 21  
 Revision P13

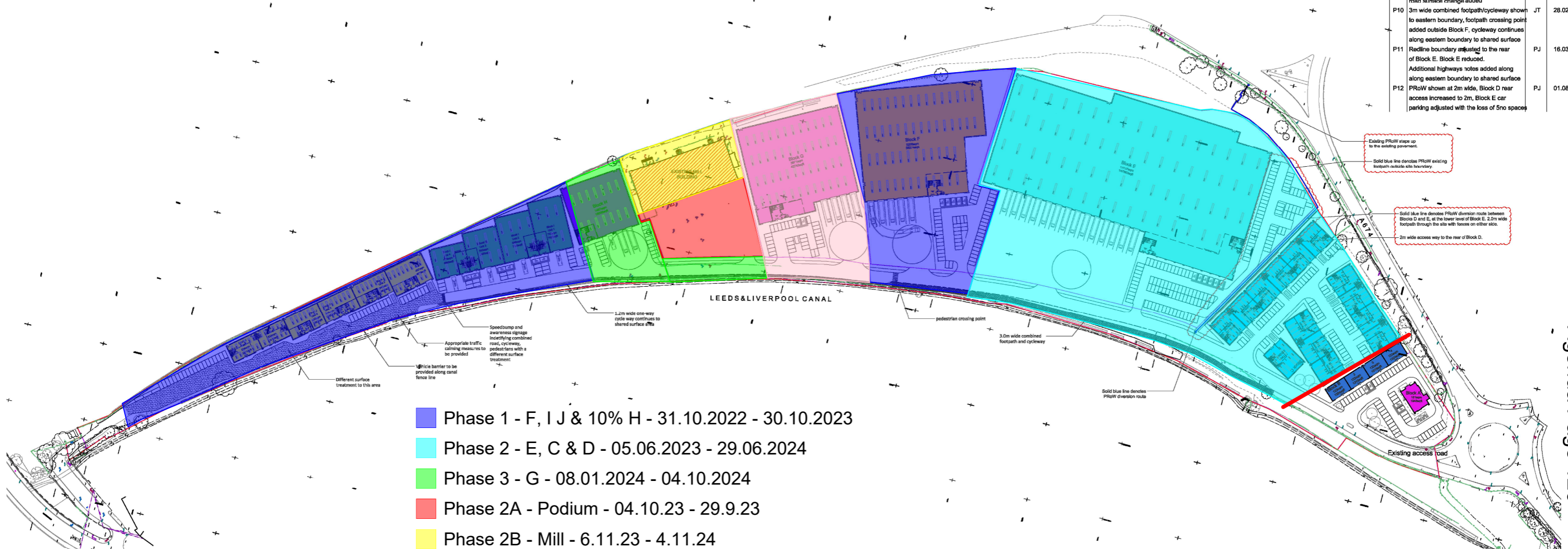
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Agenda Item 4

# Contract Phasing Plan



Rev	Description	By	Date
P01	Initial Issue	PJ	18.01.21
P02	Amendments - Client Comment	MC	21.01.21
P03	Site Boundary and Block E amended	PJ	26.01.21
P04	Layout Amended	PJ	19.02.21
P05	Perimeter Fences Added	MC	08.03.21
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P12	PRoW shown at 2m wide, Block D rear access increased to 2m, Block E car parking adjusted with the loss of 5no spaces	PJ	01.08.22



- Phase 1 - F, I J & 10% H - 31.10.2022 - 30.10.2023
- Phase 2 - E, C & D - 05.06.2023 - 29.06.2024
- Phase 3 - G - 08.01.2024 - 04.10.2024
- Phase 2A - Podium - 04.10.23 - 29.9.23
- Phase 2B - Mill - 6.11.23 - 4.11.24
- Phase 4 - H - After mill works - 04.11.2024 - 26.05.2025

BLOCK	UNIT No	Ground floor GIA		First Floor GIA		Total (m2)	Total (sqft)
		m2	sqft	m2	sqft		
A	1	181	1948			181	1948
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						37028.6	398576
						TOTAL AREA	

Parking - Units A to J - 420 spaces  
 Existing Mill - 0 spaces  
 Total - 420 spaces

Perimeter Fence  
 Site Boundary Line; approximate and subject to land registry and title information  
 Approximate Site Area: 20.4 acres (8.2 hectares / 82917sqm)

**MC AU** Modern City Architecture & Urbanism  
 Eastgate  
 2 Castle Street  
 Castlefield  
 Manchester  
 M3 4LZ  
 t: 0161 974 7203  
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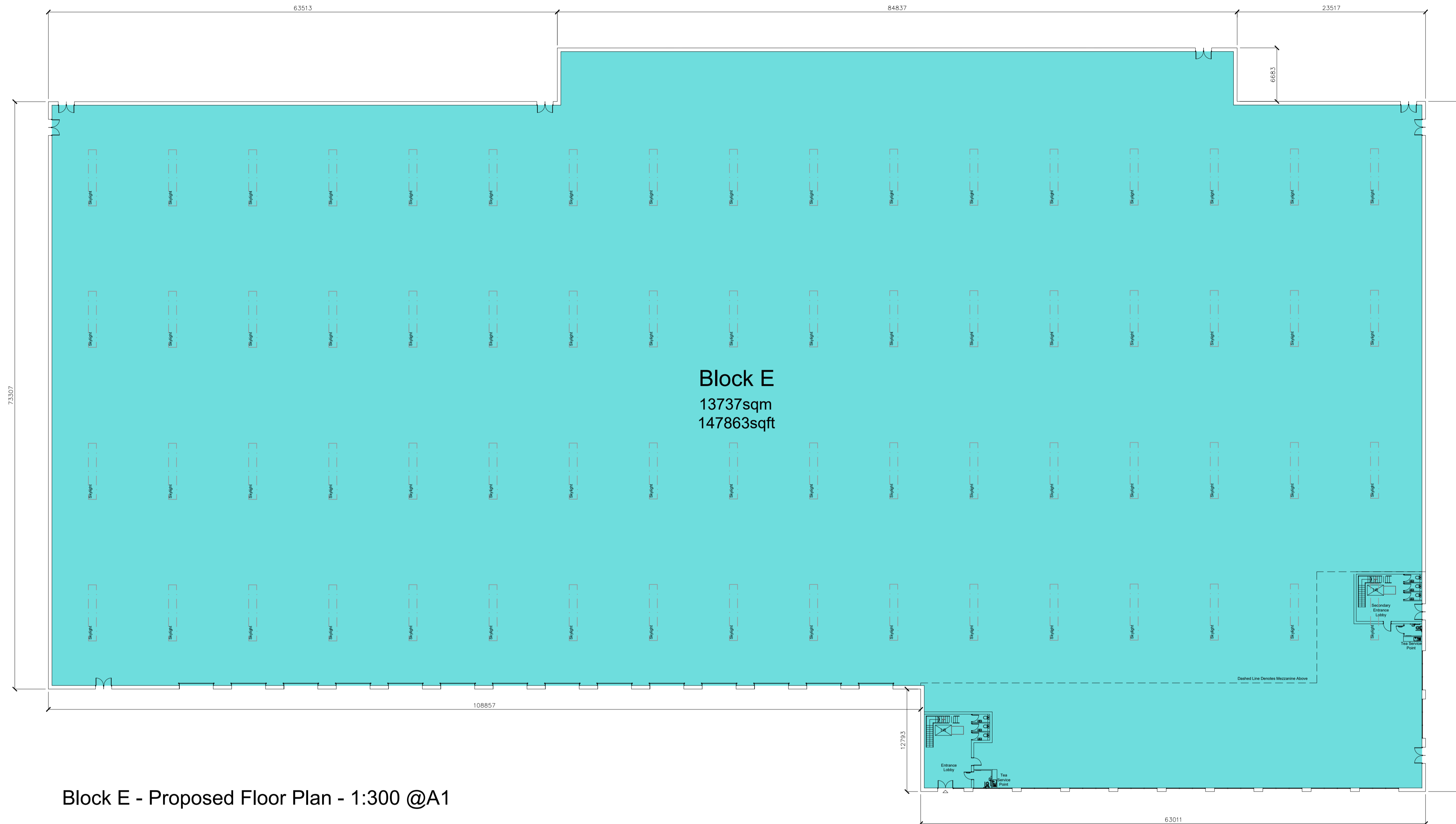
Client  
**FI Real Estate Management**  
 Project  
**Botany Bay Industrial Chorley**  
 Description  
**Proposed Site Plan**

Status  
**Planning**  
 Scale 1:1250@A1  
 Drawn By PJ  
 Date Jan 21  
 Job Number 1181  
 Drawing Number 02-001  
 Revision P12

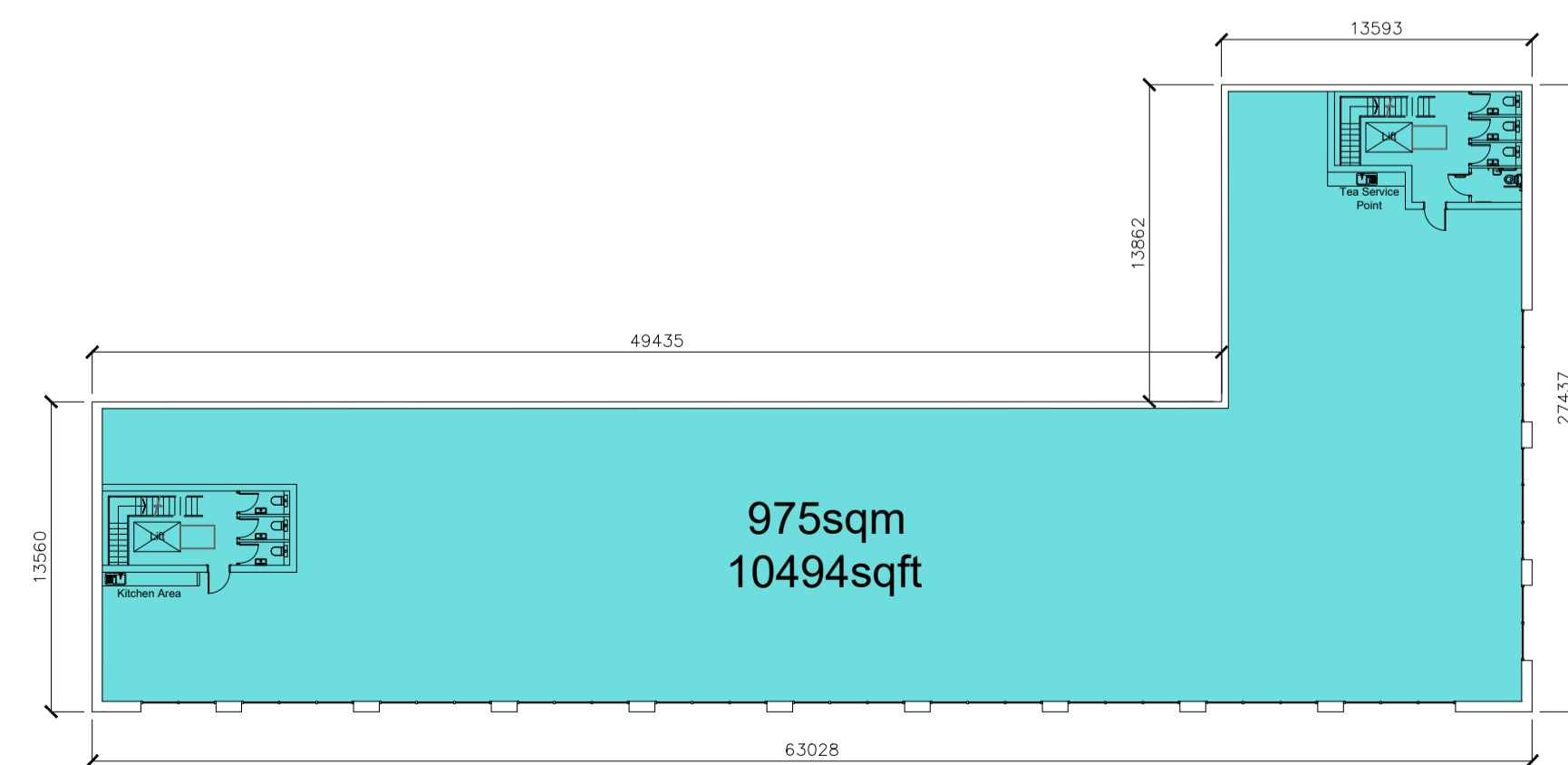
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Rev	Description	By	Date
P01	Initial Issue	MC	06.11.20
P02	Mezzanine Amended	MC	17.11.20
P03	Windows Amended	MC	09.02.21
P04	Planning Issue	MC	29.03.21
P05	Rear wall extension reduced	PJ	16.03.22



Block E - Proposed Floor Plan - 1:300 @A1



Block E - Proposed Mezzanine Floor Plan - 1:300 @A1



Key Plan

**MC AU** Modern City Architecture & Urbanism  
 Eastgate  
 2 Castle Street  
 Castlefield  
 Manchester  
 M3 4LZ  
 t: 0161 974 7203  
 e: info@mcau.co.uk  
 www.mcau.co.uk

Client  
**FI REAL ESTATE**  
 Project  
**Botany Bay Industrial Park  
 Chorley**  
 Description  
**Proposed Plans  
 Block E**

Status  
**Planning**  
 Scale 1:300@A1 Drawn By MCAU Date Jul20  
 Job Number 1181 Drawing Number 03-005 Revision P05

**ENCLOSURE 3**

**Photographs of partially constructed Block E**



View from rear of building along RoW line showing front elevation



View along side of building back towards steps

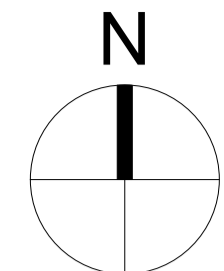
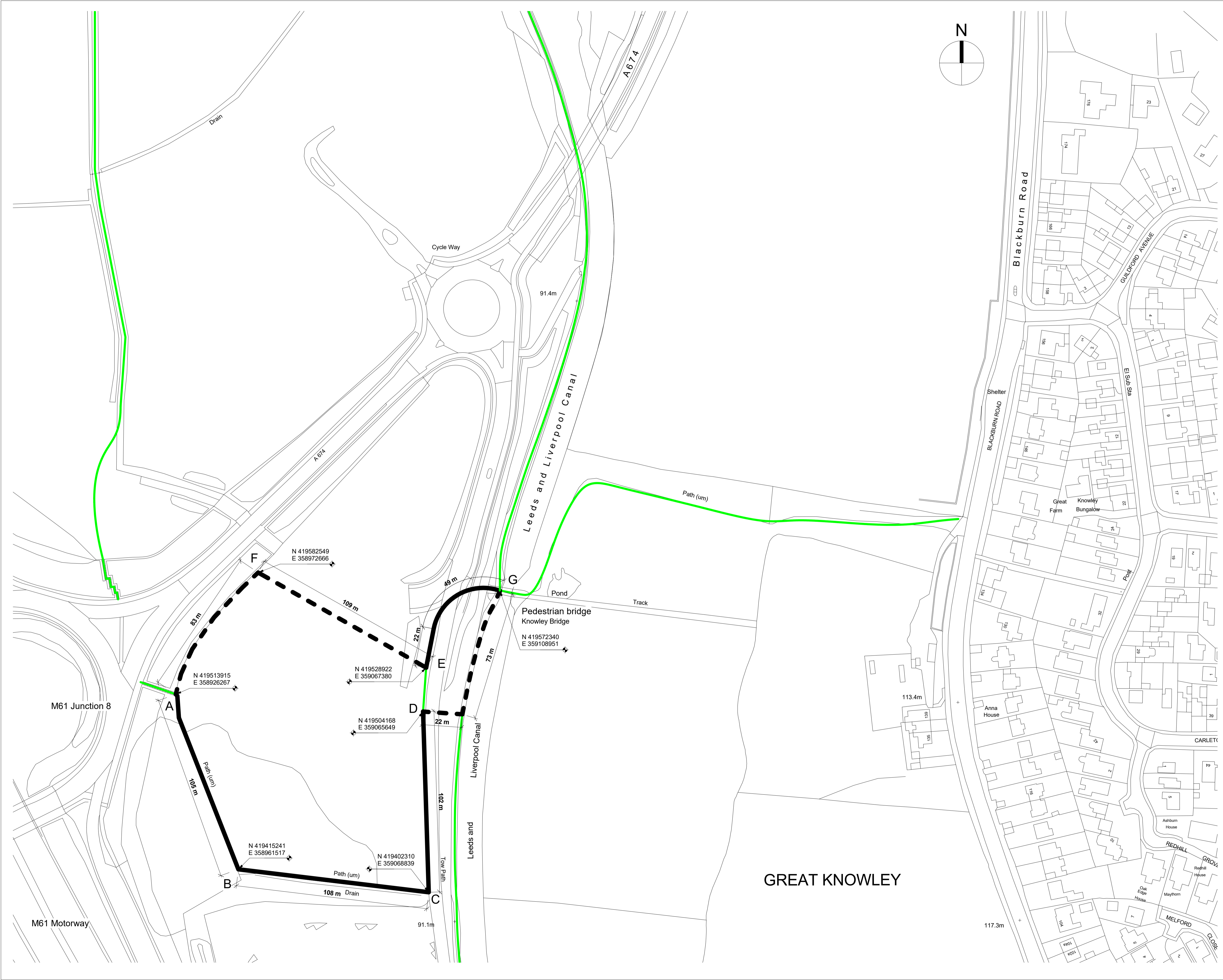


View from rear of building, through building with front elevation in background

Botany Bay Photos PRow  
12/9/23

**ENCLOSURE 4**

**Plan of the existing and proposed footpath**



Contractors are not to scale dimensions from this drawing.

Rev	Description	Date
P1	Initial Issue	14.08.23
P2	Paths updated, summary schedules added	15.08.23
P3	Paths and summary schedules updated	16.08.23

Name	Easting	Northing
A	358926267	419513915
B	358961517	419415241
C	359068839	419402310
D	359065649	419504168
E	359067380	419528922
F	358972666	419582549
G	359108951	419572340

Distances (m)	
Existing	New
A-B 105	A-F 83
B-C 108	F-E 109
C-D 102	D-G 95
E-G 71	

- Existing Public Right of Way retained
- Existing Public Right of Way to be diverted
- Diverted Public Right of Way

**MC AU** Modern City Architecture & Urbanism  
 2 Commercial Street  
 Castlefield  
 Manchester  
 M15 4RQ  
 t: 0161 974 7203  
 e: info@mcau.co.uk  
 www.mcau.co.uk

Client  
**FIREM**

Project  
**Botany Bay, Chorley**

Description  
**Footpath Diversion Order**

STATUS		
Planning		
SCALE (@ A1)	DRAWN BY	DATE
1 : 1000	JT	Aug 23
JOB NUMBER	DRAWING NUMBER	REV
1181	02-030	P3

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