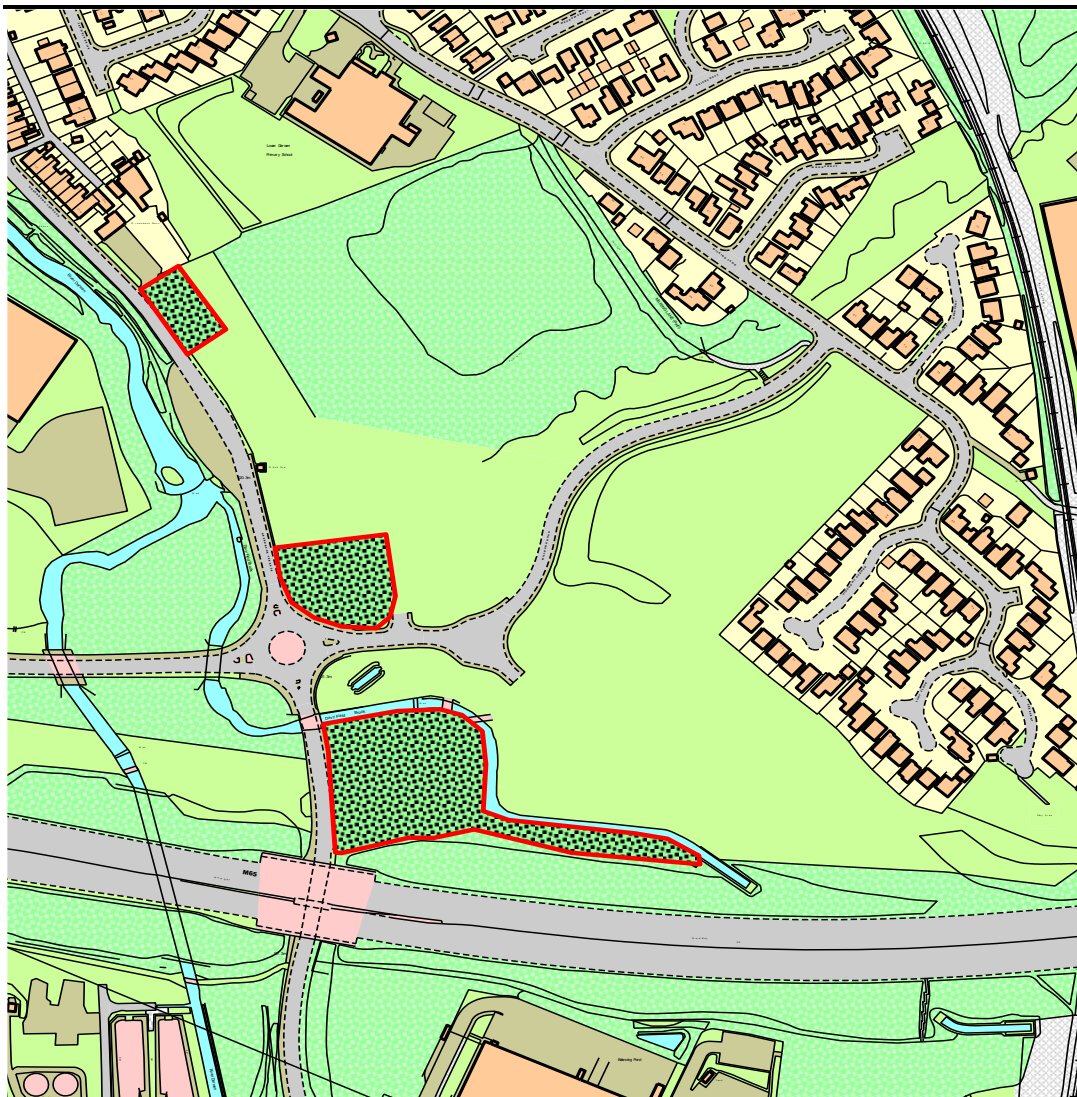


Proposed development: Reserved Matters Application for Approval of reserved matters for the appearance, layout, scale and landscaping of the employment units 1, 2 and 3, pursuant to permission 10/18/1149

**Site address:
Land at Greenbank Terrace
Lower Darwen
Blackburn
BB3 0RN**

Applicant: Barnfield Blackburn Ltd

**Ward: Blackburn South & Lower Darwen
Councillor John Slater
Councillor Jacqueline Slater
Councillor Denise Gee**



1.0 SUMMARY OF RECOMMENDATION

- 1.1 APPROVE – Subject to conditions; as set out in paragraph 4.1.

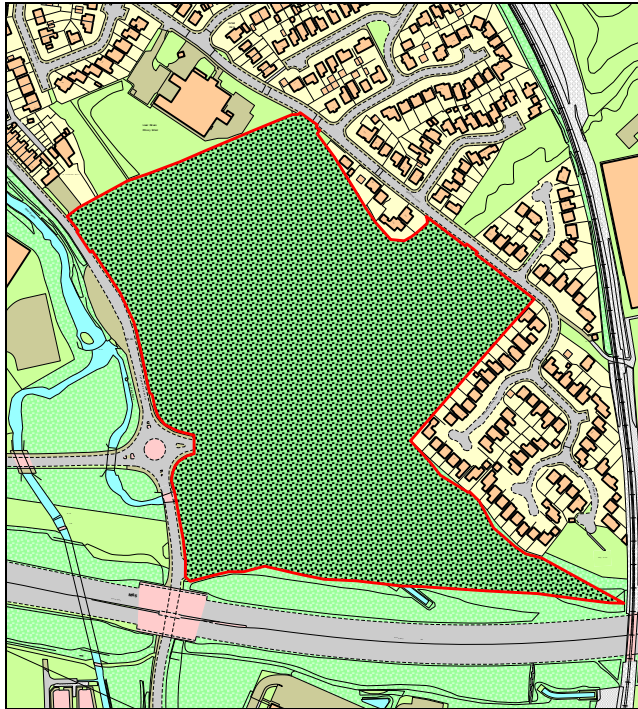
2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 This application considers Reserved Matters (RM) for 3 industrial units (Plots 1-3), pursuant to a hybrid planning permission 10/18/1149 granted by the Committee in February 2020. A further application will be submitted for the remaining industrial unit, Plot 4, at a later date.
- 2.2 Members are advised that matters pertaining to the assessment of this RM application are limited to appearance; landscaping; layout and scale. The principle of the proposal has already been established at outline stage.
- 2.3 This application is presented to Committee on account of the application being a significant major planning application, and the Council's interest in the land, in accordance with the Scheme of Delegation in the Council's Constitution.
- 2.4 The 10/18/1149 hybrid approval established full planning permission for a new link road and access points; and outline approval with all matters reserved (except for access) for a mixed use development comprising a maximum of the following: 100 dwellings (C3), 9,000m² of employment use and careers hub (B1/B2/B8/D1), and associated ancillary works. This RM application relates to the provision of 4,520m² of the approved employment use.
- 2.5 The access road approved under 10/18/1149 between Greenbank Terrace and Milking Lane is now fully open for public use. All pre-commencement conditions for the full planning permission part of the hybrid approval (for the access road) have been fully discharged. Other conditions in relation to the outline part of the hybrid application remain in place. Relevant information relating to outline conditions that required further information to be submitted as part of the RM application have been submitted with this application.
- 2.6 Approval of the RM scheme for the 3 industrial units will allow positive progress to be made towards the re-development of the whole site. Assessment of the application finds that the proposal will deliver a high quality scheme that will assist in meeting the Council's strategic aims and objectives, including economic growth, and the regeneration benefits from bringing this visually prominent site back into use.
- 2.7 All relevant issues have been addressed through the application or can be controlled or mitigated through additional planning conditions.
- 2.8 Members are also advised that a separate RM application under reference 10/21/1001 for the erection of 76 dwellings is currently under consideration, and will be presented to the Committee at the November meeting.

3.0 RATIONALE

3.1 Site and Surroundings

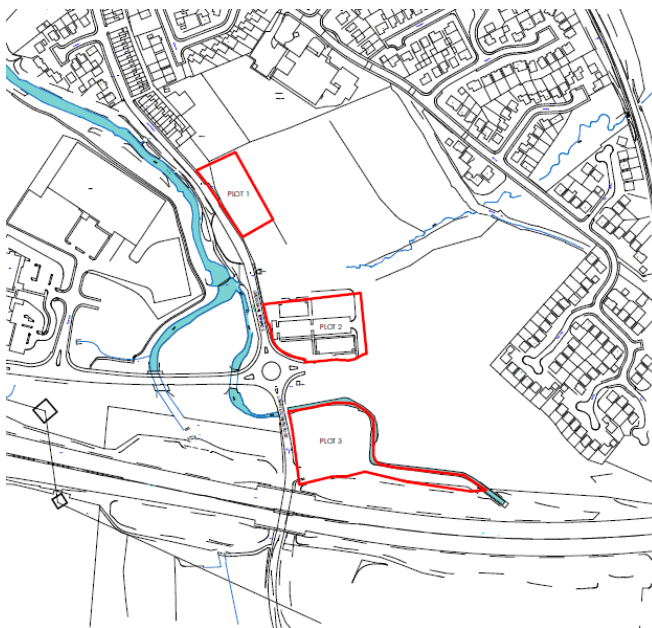
- 3.1.1 The 3 employment units all lie within the red edge of the wider development site, comprising 9.45 hectares, which was approved by hybrid application 10/18/1149.



- 3.1.2 The site is a former paper mill and landfill site, which lies to the immediate south west of Milking Lane and to the north east of Greenbank Terrace, Lower Darwen. A stream runs east-west through the site, leading to the River Darwen via a culvert which runs under Greenbank Terrace to the west of the site. To the immediate north of the site is Lower Darwen Primary School and to the north and east are modern residential developments.
- 3.1.3 The site is linked to junction 4 of the M65 motorway via the Eccleshill Link Road to the west via Greenbank Terrace. Aside from the new access road, the site is otherwise undeveloped (see aerial photo below, which was taken before the new access road was constructed).



3.1.4 The 3 industrial units would be located along the western part of the site, as shown below:

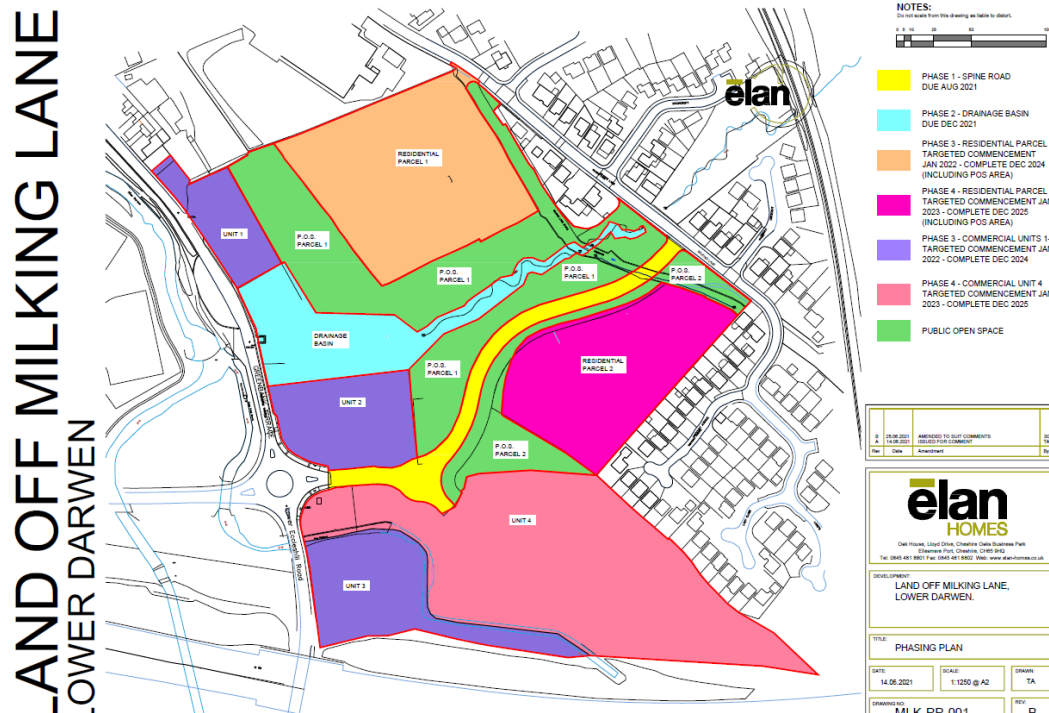


3.1.5 This western area of the site is allocated as being suitable for high quality development in the Adopted Policies Map of the Blackburn With Darwen Borough Local Plan Part 2, as can be seen (in Orange: ref 28/9) on the plan below:



3.1.6 The 10/18/1149 Outline planning permission established the principle for a mixed use development, and illustrative plans divided the site into 2 distinct development zones, with a use class for each plot. The employment units are sited along the (lower land) western / southern part of the site, which are distinctly separated from the residential parcels above to the north / east by the steep topography of the site.

3.1.7 A phasing plan has been submitted which shows when the plots are expected to be brought forward. The distinct zones can be clearly seen in the image below (the 3 industrial plots are shown in purple, with the 2 residential parcels in orange and pink):



3.1.8 The above plan also shows the link road (in yellow) which was approved under 10/18/1149, and which has now been fully constructed. It runs between Milking Lane and the Greenbank Terrace/Paul Rink Way/Lower Eccleshill Road roundabout. The 3 employment units would be accessed from Greenbank Terrace (Unit 1); the new access road (Unit 2); and Lower Eccleshill Road (Unit 3).

3.1.9 The employment units applied for in this RM application will be located and assessed in association with the existing and yet to be developed surrounding residential uses. A RM application for 76 dwellings on the 2 upper parcels of the site is currently under consideration, under planning ref 10/21/1001. It is anticipated that a report will be presented to members at the November Committee.

3.1.10 A separate planning application for additional parking space for Unit 1 has also been submitted on the 1st October 2021 (ref: 10/21/1112), which is under consideration. Further details about the context of that application are referenced later in this report. A potential future development (for Unit 4) will also be submitted at a later date.

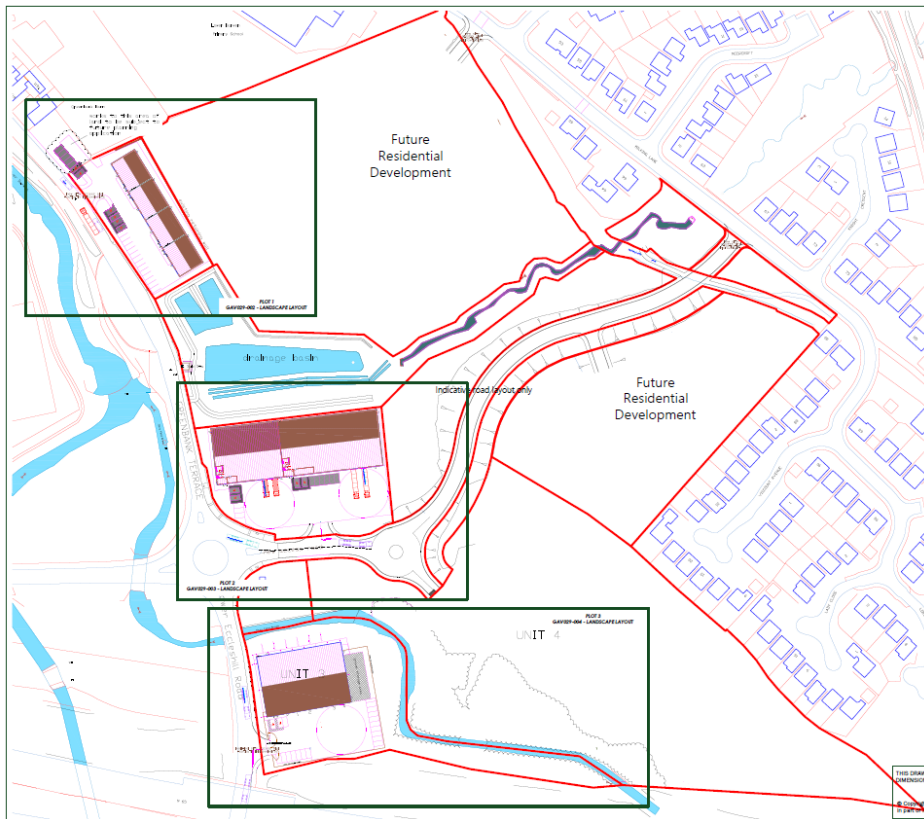
3.1.11 Supporting documents submitted with this RM application include:

- Phasing Plan
- Movement strategy
- Noise impact assessment
- Landscaping plan

3.2 Proposed Development

3.2.1 Reserved Matters are sought for appearance; landscaping; layout and scale of 3 industrial units, pursuant to outline application 10/18/1149, as set out in the submitted drawings.

3.2.2 The 3 industrial plots, along the western edge of the wider site, are shown below:



3.2.3 Following discussions with the applicant and the case officer, the uses for each plot will be restricted as follows:

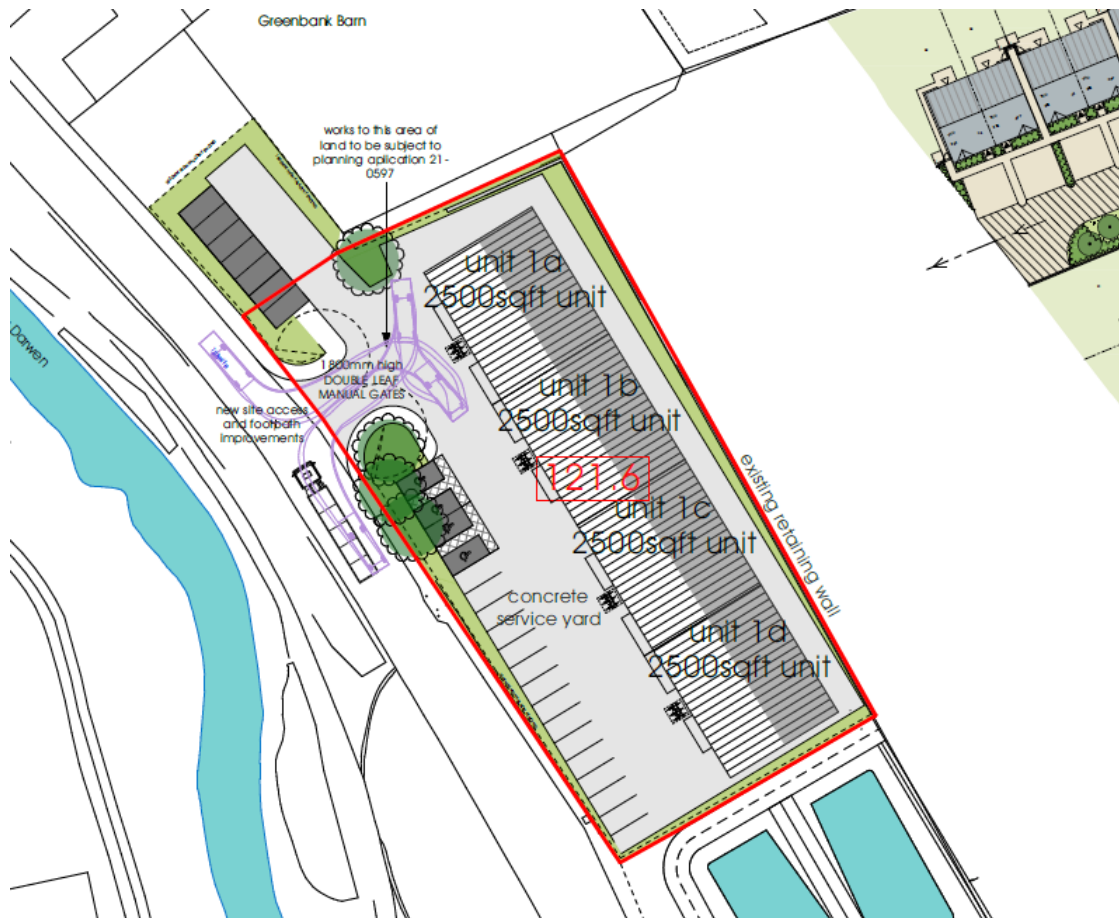
- Plot 1: Class B1 only; - this use class is now E (g), which is explained further in paragraph 4.1.10, below.
- Plot 2: Class B2/B8.
- Plot 3: Class B2/B8.

3.2.4 The proposed site / floor plans, elevations, and site photos for all 3 units, are shown below.

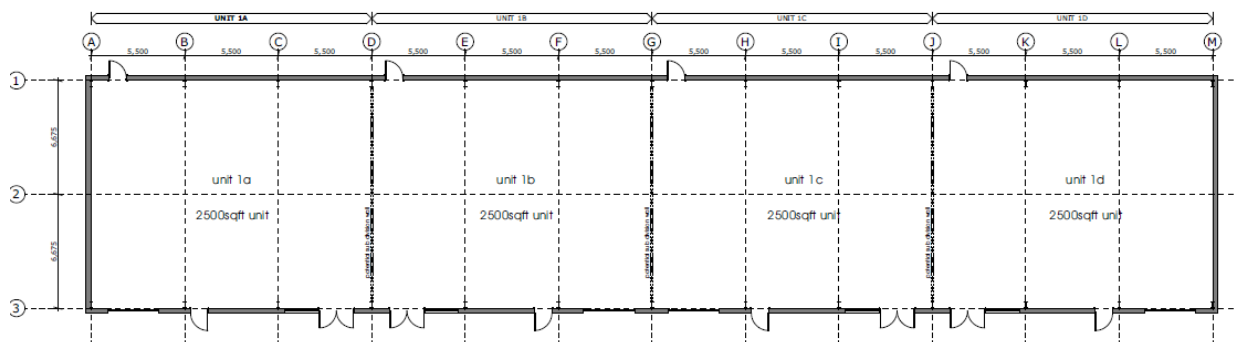
Plot 1 (restricted to Class E(g) only)

3.2.5 Unit 1, as amended, would provide 10,000sqft (930m²) of Class E (g) use, circa 66m wide and 14m deep, and is intended for potentially 4No small starter units. Details are shown on the images below.

Plot 1 Site plan



Plot 1 floor plan



- 3.2.6 Unit 1 would be positioned at the Northern end of the development site, with access taken from Greenbank Terrace. The units would be set back from the road, aligned with the existing retaining wall to the rear. A servicing yard would be located to the front, including parking spaces and some soft landscaping/trees.

Photos of Plot 1 – taken 14th July 2021:



Looking south-east from Greenbank Terrace access



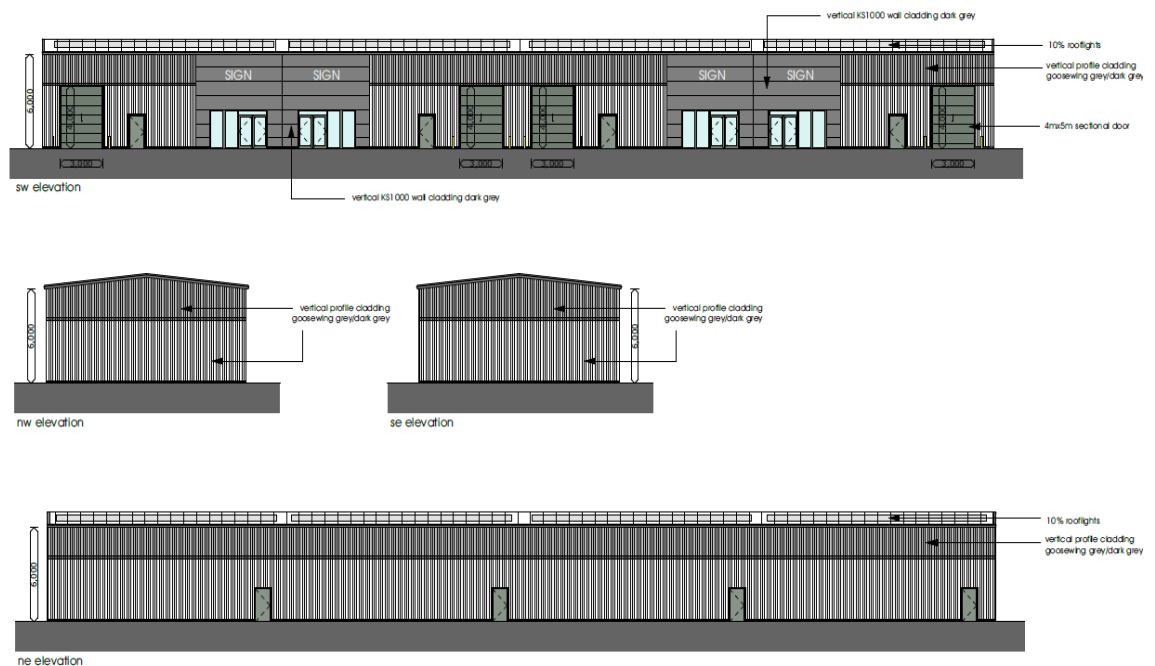
Looking north-east into Plot 1 (taken from Greenbank Terrace)



Looking south-east into Plot 1 (from Greenbank Terrace)

Plot 1 elevations

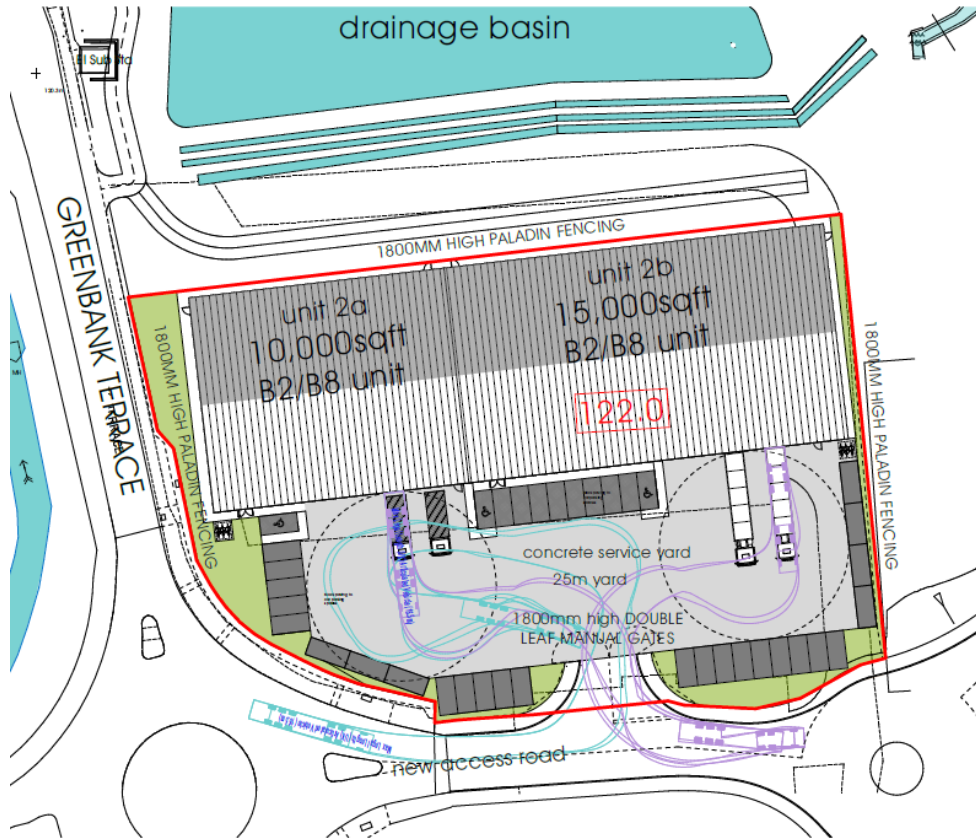
- 3.2.7 Unit 1 would be 6m high to the eaves, with a shallow ridge roof rising to a total height of circa 7m. The building would have a modern appearance, with materials comprising a mix of dark grey vertical wall cladding and vertical profile cladding, with goosewing grey vertical profile cladding to most of the lower part of the building. Roof lights would be integrated into approximately 10% of the roof space, as shown below.



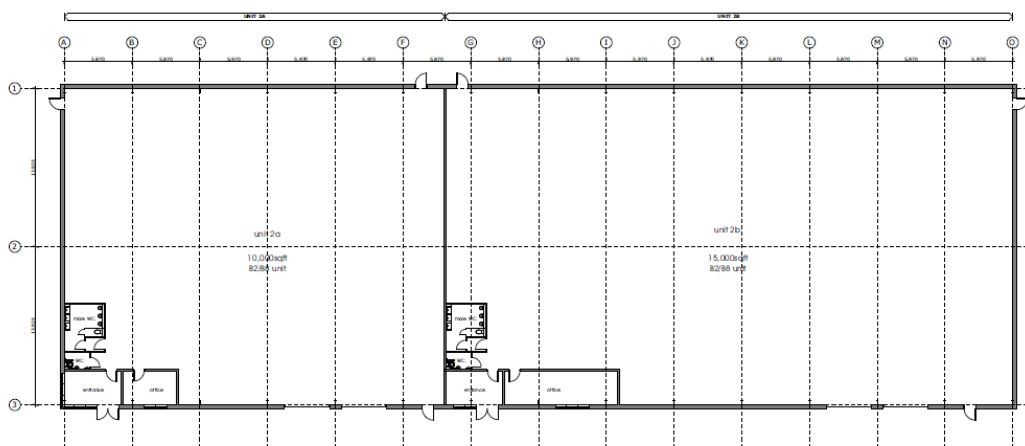
Plot 2 (Class B2/B8 use) – general industrial/storage and distribution:

- 3.2.8 Unit 2 would provide 25,000sqft (2,325m²) and contain potentially 2No medium sized units and service yard.

Plot 2 Site plan



Plot 2 floor plan



- 3.2.9 Unit 2 would be positioned on the corner of Greenbank Terrace and the new access road, with access into the site taken from the new access road. The service yard would front the new access road, with parking in front of the building. The side elevation of the building would face Greenbank Terrace.

Photos of Plot 2 – taken 28th September 2021:



Looking west towards Plot 2 (taken from the new access road)



Looking west towards Plot 2



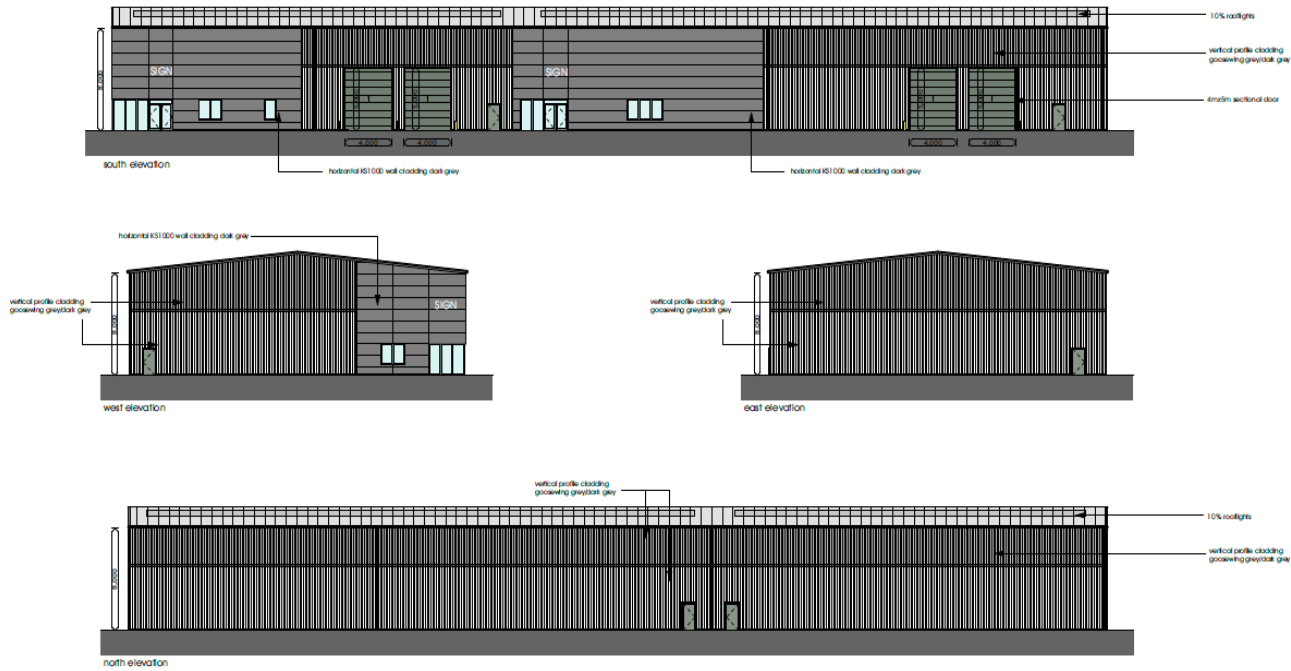
Looking north towards Plot 2 (from the new access road)



Site access (from the new access road)

Plot 2 elevations

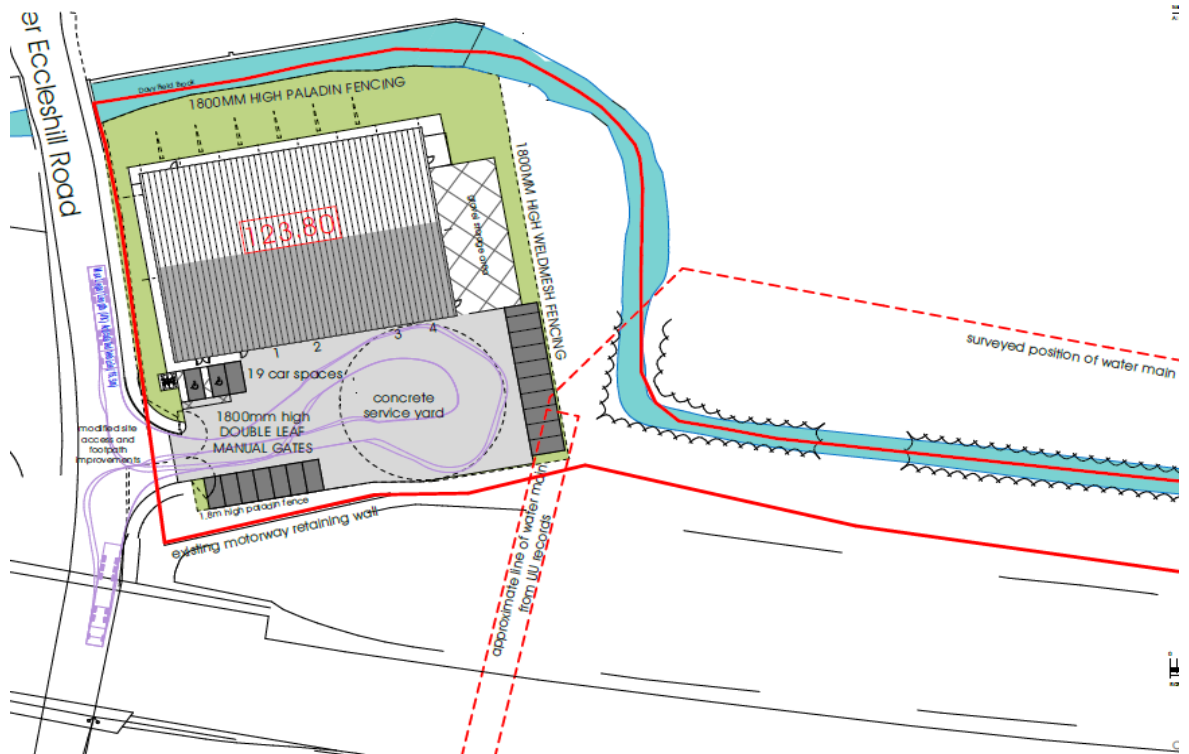
3.2.10 Unit 2 would have a similar modern appearance to Unit 1, although slightly larger with an eaves height of 8m, rising to just over 9m at the ridge.



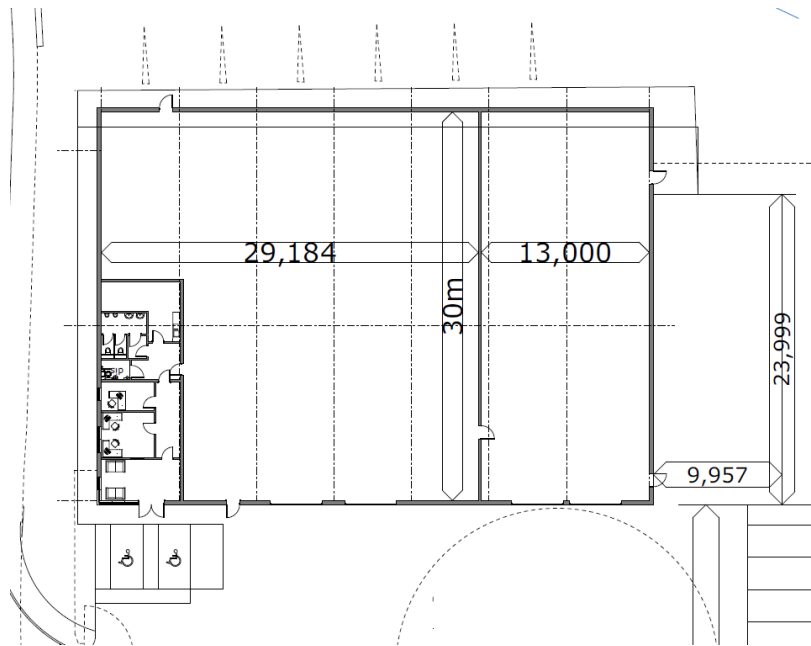
Plot 3 (Class B2/B8 use) – general industrial/storage and distribution:

3.2.11 Unit 3 would contain 13,725sqft (1,275m²), with access from Lower Ecclesfield Road at the southernmost part of the development site. Davyfield Brook runs to the North and East of the site, and substantial tree cover screens the site from the East.

Plot 3 Site plan



Plot 3 floor plan



3.2.12 Unit 3 would again have a similar modern appearance to Units 1 and 2, measuring 42m x 29m, with an eaves height of 7m, rising to just over 8m at the ridge.

Plot 3 photos – taken 28th September 2021:



Looking south towards Plot 3 (taken from the new access road)



Looking into Plot 3 from the existing access on Lower Eccleshill Road

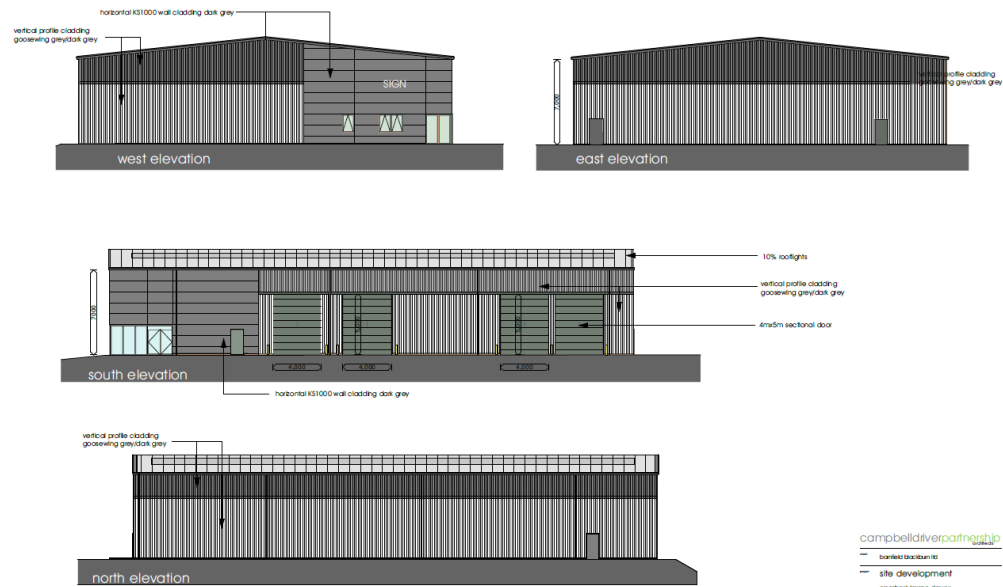


Looking into Plot 3 from Lower Eccleshill Road



Existing access into Plot 3, Lower Eccleshill Road

Plot 3 elevations



Plot 4 – future development site



Future development site (Plot 4) - access from new access road.

3.3 Development Plan

3.3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise.

3.3.2 The Development Plan comprises the Blackburn With Darwen Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In determining the current proposal the following are considered to be the most relevant policies:

3.3.2 Core Strategy

Policy CS1: A Targeted Growth Strategy

Policy CS2: Typology of Employment Lane

Policy CS3: Land for Employment Development

Policy CS4: Protection and reuse of employment sites

Policy CS13: Environmental Strategy

Policy CS15: Protection and Enhancement of Ecological Assets

Policy CS16: Form and Design of New Development

Policy CS18: The Borough's Landscapes

3.3.3 Local Plan Part 2 (LPP2) (December 2015):

- Policy 1: The Urban Boundary
- Policy 7: Sustainable and Viable Development
- Policy 8: Development and People

- Policy 9: Development and the Environment
- Policy 10: Accessibility and Transport
- Policy 11: Design
- Policy 28: Development Opportunities
- Policy 41: Landscape

3.4 Other Material Planning Considerations

3.4.3 National Planning Policy Framework (The Framework) (2021)

The Framework sets out the government's aims and objectives against which planning policy and decision making should be considered. The following sections of the Framework are considered relevant to assessment of the proposal:

- Section 2 – Achieving sustainable development
- Section 8 – Promoting healthy and safe communities
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenges of climate change, flooding and coastal change
- Section 15 – Conserving and Enhancing the Natural Environment

3.5 Assessment

3.5.1 Assessment of this Reserved Matters application is limited to the following matters:

- **Appearance:** Aspects of a building or place which affect the way it looks, including the exterior of the development.
- **Layout:** Includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings, routes and open space outside the development.
- **Scale:** Includes information on the size of the development, including the height, width and length of each proposed building.
- **Landscaping:** The improvement or protection of the amenities of the site and the surrounding area; this could include planting trees or hedges as a screen.

3.5.2 The hybrid / outline approval for this site allows for 9,000m² of employment use and careers hub (B1/B2/B8/D1). This RM application relates to the provision of 4,520m² of employment use, in 3 units, ranging in size.

3.5.3 The units are predominantly situated to the lower / South West area of the site, along Greenbank Terrace / Lower Ecclesfield Road. The units have been designed as speculative with indicative sub division indicated for marketing purposes.

4.0 Appearance

4.1.1 Appearance is considered against Policy 11 of LPP2, which requires a good standard of design and will be expected to enhance and reinforce the established character of the locality and demonstrate an understanding of the wider context towards making a positive contribution to the local area. This includes enhance and reinforcing the established character of a locality. Key aspects of character which must be taken into account are the following:

- i) Existing topography, buildings and landscape features and their integration into the development;
- ii) Layout and building orientation to make best use of existing connections, landmarks and views;
- iii) Building shapes, plot and block sizes, styles colours and materials that contribute to the character of streets and use these to complement character;
- iv) Height and building line of the established area;
- v) Relationship of the buildings to the street; and
- vi) Frontage treatment such as boundary walls.

4.1.2 The appearance of all 3 industrial units would be very similar. They have been designed using high quality contemporary metal faced cladding materials in varying arrangements which are robust and reflect the industrial nature of the units. The use of different profile cladding materials breaks up the massing of the buildings and highlights different access points.

4.1.3 The proposal also uses the topography of the site to good effect and respects the character and history of the site and wider area. A 1.8m high paladin fence is considered appropriate boundary treatment, which would integrate appropriately into the street scene. Accordingly, the proposed appearance of the development is found to be acceptable.

Layout

4.1.4 Layout is assessed against Policy 11, as well as Policies 8 and 10.

4.1.5 Policy 8 requires a satisfactory level of amenity and safety is secured for surrounding uses and for occupants or users of the development itself; with reference to privacy / overlooking, and the relationship between buildings, including adequate daylight and sunlight admission.

4.1.6 As noted above, the proposed units will be appropriately sited and would not be detrimental to the street character.

4.1.7 The layout of the 3 units have been designed around the approved / existing access points from Milking Lane and Greenbank Terrace / Lower Ecclesfield Road, and have been influenced by existing site constraints, levels and

watercourses. The majority of the employment use created has been concentrated at the Southernmost part of the development site.

- 4.1.8 Each unit has been designed as a self-contained development with its own service yard and car parking surrounded by landscaping. The position of the units achieve an acceptable relationship with nearby residential properties, including those presently being assessed under RM application 10/21/1001, thereby ensuring acceptable levels of amenity.
- 4.1.9 No representations were received from local residents during the consultation period. The Council's Public Protection Officer raised no objections, subject to various conditions to mitigate the impacts. However, the majority of the suggested conditions have already been attached to the 10/18/1149 hybrid / outline approval. Therefore it is not necessary to repeat these conditions at RM stage.
- 4.1.10 Concerns were initially raised by the Council's Public Protection Officer about noise levels from Unit 1 potentially affecting the residential amenity of nearby residents. On this basis, it was agreed during the assessment of the application to restrict the use of Plot 1 to Class B1 use only. Members are advised that from the 1st September 2020, uses falling within Class B1 i.e. offices, research and development, and light industry, were abolished and replaced by the new Use Class E (g). As such, the use of Plot 1 would be restricted to uses falling under Use Class E(g) only.

Access

- 4.1.11 Access does not form part of this RM application. The link road and access points were approved under the outline approval 10/18/1149. However, the internal movements, servicing and parking provision etc. within each plot still needs to be considered when assessing the layout at this stage.
- 4.1.12 Assessment of access arrangements and other highway matters are considered against Policy 10 of LPP2, which requires that road safety and the safe, efficient and convenient movement of all highway users is not prejudiced, and that appropriate provision is made for off street servicing and parking in accordance with the Council's adopted standards.
- 4.1.13 The proposal is considered acceptable from a highway safety and efficiency perspective, following review of the submitted layout by the Council's Highways consultee. Revised plans were negotiated during the application process to address initial concerns. Amendments included the creation of additional parking spaces, and cycle storage.
- 4.1.14 As amended, each unit would have the following parking provision:
- Plot 1 (E(g) use) would have 25 spaces, including 4 mobility spaces.
 - Plot 2 (Class B2/B8 use) would have 37 spaces, including 3 mobility spaces. The site plan for Plot 2, as originally submitted, only catered

for 13 spaces. During the assessment of the application, this provision was increased to 25 spaces, and then to 37 spaces.

- Plot 3 (Class B2/B8 use) would have 19 spaces, including 2 mobility spaces.

4.1.15 The parking provision for Units 1 and 3 meet the requirements set out in the adopted BwD parking standards.

4.1.16 Unit 2, as originally submitted, would have had a notable shortfall in spaces when assessed against the adopted BwD parking standards. However, during assessment of the application, the applicant submitted amended plans to increase the parking provision. It has subsequently been noted that some of the parking spaces shown on the revised site plan for Plot 2 would not be viable, including three linear spaces that would compromise the servicing area. However, a revised site plan, to include the removal of these spaces, can be secured by condition. Any shortfall in spaces arising from these changes would not be significant, and is outweighed by the wider benefits of the proposal, including the economic benefit, and is therefore considered acceptable.

4.1.17 It should also be noted that an area identified for parking provision for Plot 1 (which would accommodate 6 spaces) lies to the north of Plot 1, and falls outside the red edge of the approved 10/18/1149 hybrid / outline approval. Therefore these spaces cannot be approved as part of this RM application. However, the parking area is still shown on the proposed plan for indicative purposes. A separate full planning application for this additional parking area has been submitted, under planning ref. 10/21/1112, and is currently under consideration.

4.1.18 Whilst raising no objections, the Council's Highways Officer did recommend a number of conditions to be attached to this application. However, the majority of those conditions relate to access, which has already been addressed by conditions attached to the 10/18/1149 hybrid approval, including the S278 works. Appropriate conditions have therefore only been attached where directly relevant to this RM application.

4.1.19 The access, parking and movements associated with all 3 of the units is therefore considered acceptable, and complies with Policy 10 of the Local Plan; the adopted parking standards; and the NPPF.

Scale

4.1.20 The scale of the proposed units would be appropriate for this location and topography. The scale of the buildings and plots would be relative to their use, and reflect the speculative nature of the development based on current market demands. Each would accommodate a large open warehouse/production space with small ancillary office and amenities.

4.1.21 Unit 1 would be the smallest of the units with an eaves height of 6m; Unit 2 the largest with an eaves height of 8m; and Unit 3 would have an eaves

height of 7m. These relatively small eaves and ridge heights reflect the plan size of each unit and ensure the buildings sit neatly within the topography of the site and the local area.

4.1.22 Accordingly, the proposed scale of the development is found to be acceptable.

Landscaping

4.1.23 Landscaping is assessed against Policy 11. Condition 25 of the hybrid approval required the submission of a landscaping plan prior to or at the same time as the submission of the first reserved matters application.

4.1.24 The proposed hard and soft landscaping treatments within each development plot have been designed to form a shared concrete service yard, car parking and footpaths. Each individual plot is to have a boundary treatment comprising a 1.8m high paladin fence.

4.1.25 Notwithstanding the detail submitted with this application, further detail will be submitted as part of an application to discharge conditions 23 and 24 of the hybrid / outline approval, following a full ecological survey. Biodiversity mitigation plans will be provided to highlight habitat creation and retention throughout the site.

4.1.26 Accordingly, the proposed landscaping is found to be acceptable.

Summary

4.1.27 This report assesses the Reserved Matters planning application for 3 industrial units. In considering the proposal, the relevant range of material considerations have been taken into account to inform a balanced recommendation that is considered to demonstrate compliance with the aims and objectives of the Local Development Plan and The Framework.

Other Matters

4.1.28 Members are advised of the following conditions attached to the Outline permission. These have been / will be addressed under the condition discharge application process at the appropriate time.

4.1.29 Hybrid approval 10/18/1149 (Full permission for the new access road)

4.1.30 The following conditions relating to the hybrid (full permission) for the new access road have all been discharged / complied with:

- Condition 1: Timeframe
- Conditions 2 - 4: Pre-commencement drainage details
- Condition 5: Contamination
- Condition 6: Pre-commencement construction management
- Condition 7: Pre-commencement tree survey
- Condition 8: Working hours

- Condition 9: Pre-commencement landscaping
- Condition 10: Motorway drainage
- Conditions 11 - 13: Pre-commencement drainage details
- Condition 14: Highways / visibility splays
- Condition 15: Approved drawings

4.1.31 Hybrid approval 10/18/1149 (Outline consent)

4.1.32 The following conditions were attached to the hybrid (outline approval). Some of these conditions have been discharged, others remain outstanding. The detail submitted with this RM application directly addresses the requirements of conditions 16, 17, 18, 20, 21, 25 and 26, all of which required further detail to be submitted at or prior to the submission of this first RM application:

- **Condition 16:** Reserved matters submission
- **Condition 17:** Timeframe
- **Condition 18:** Phasing plan
- Condition 19: Pre-commencement S106
- **Conditions 20 -21:** Highways: Swept paths, Footpaths and cycle linkages
- Condition 22: Pre-commencement Construction method statement
- Conditions 23 - 24: Pre-commencement Ecology surveys, and Landscape and Habitat management plan
- **Condition 25:** Landscaping scheme
- **Condition 26:** Noise survey
- Conditions 27 - 29: Pre-commencement drainage details
- Condition 30: Drainage
- Condition 31: Contamination
- Condition 32: Working hours
- Condition 33: Pre-commencement Highways/motorway junction
- Condition 34: Highways/motorway junction
- Condition 35: Pre-commencement boundary fencing
- Condition 36: Motorway drainage
- Condition 37: Travel Plan
- Conditions 38 – 42: Pre-commencement flood mitigation, ground levels, and remediation strategy
- Condition 43: Highways / visibility splays
- Condition 44 (and duplicate Condition 46): Street management plan
- Condition 45: Pre-commencement Tree survey
- Condition 47: Air quality
- Condition 48: Site uses

5.0 RECOMMENDATION

5.1 Approve.

5.2 Delegated authority is given to the Strategic Director of Place to approve planning permission, subject to the following conditions:

1. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Job no. 18.107, Dwg no. 001 B: Location Plan, @1.

Job no. 18.107, Dwg no. 022 C: Plot 1 Site Layout, @ A1.

Job no. 18.107, Dwg no. 023 D: Plot 2 Site Layout, @ A1.

Job no. 18.107, Dwg no. 015 M: Plot 3 Site Layout, @ A1.

Dwg no. GAV029-001: Landscape General Arrangement, @ A0.

Dwg no. GAV027-002L: Plot 1 Landscape Layout, @ A0.

Dwg no. GAV027-003: Plot 2 Landscape Layout, @ A0.

Dwg no. GAV027-004 Plot 3 Landscape Layout, @ A0.

Job no. 18.107, Dwg no. 019 A: Site 1 Floor Plans, @ A1.

Job no. 18.107, Dwg no. 020 A: Site 2 Floor Plans, @ A0.

Job no. 18.107, Dwg no. 024 A: Site 3 Floor Plans, @ A1.

Job no. 18.107, Dwg no. 017 B: Site 1 Elevations, @ A1.

Job no. 18.107, Dwg no. 018 B: Site 2 Elevations, @ A0.

Job no. 18.107, Dwg no. 016 E: Site 3 Elevations, @ A1.

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

2. Unit 1 shall only be used for the purposes included within Class E (g) of The Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose, including any other purpose in Class E of the Town and Country Planning Use Classes (Amendment) Order 2005.

REASON: To ensure appropriate parking levels in accordance with the Council's adopted standards, and to safeguard the amenities of occupiers of residential properties in the area, in accordance with Policies 8 and 10 of the Blackburn with Darwen Borough Local Plan Part 2.

3. Prior to occupation of Units 1, 2 and 3, full details of the access gates for each plot, including how and when the gates will be operational, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates shall be installed and retained in accordance with the approved details.

REASON: To provide for the safety and convenience of users of the highway, for the free flow of traffic, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

4. Cycle storage detailed on plans Job no. 18.107, Dwg nos. 022 C; 023 D; and 015M shall be implemented prior to occupation of the plots, and retained in accordance with the approved details.

REASON: To provide for safe sustainable travel options, in accordance with Policy 10 of the Blackburn with Darwen Borough Local Plan Part 2.

5. No construction shall commence on Plot 3 (including any earthworks) until details of the means of ensuring the water main/s laid within the site boundary are protected from damage as a result of the development have been

submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a survey that identifies the exact location of the water main;
- the potential impacts on the water main/s from construction activities (including any construction compound);
- the impacts post completion of the development on the water main infrastructure that crosses the site and identify necessary mitigation measures;
- a timetable for implementation to protect and prevent any damage to the water main infrastructure both during construction and post completion of the development; and
- a pre construction condition survey.

A post construction survey shall be provided within 3 months of completion of the development.

Any mitigation measures shall be implemented in full prior to commencement of development on Plot 3 in accordance with the approved details and timetable and shall be retained thereafter for the lifetime of the development. In the event that the survey of the water main/s identify the buildings/plots as within a 5m standoff either side of the main (10m in total), the developer shall submit evidence to the Local Planning Authority that a diversion has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development of the affected plot.

REASON: In the interest of public health and to ensure protection of the public water supply, in accordance with Policy 9 of the Blackburn with Darwen Borough Local Plan Part 2.

6. The noise rating level arising from the commercial/industrial premises shall not exceed 50dB(A) at residential premises. Assessment shall be made in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound'.

REASON: To protect neighbouring residents from any adverse amenity due to noise from the site in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

7. The approved uses shall be restricted to the following times:

Monday to Sunday: 07:00 - 23:00 hours.

Any variation of the above hours restriction must be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect neighbouring residents from any adverse amenity due to noise from the site in accordance with Policy 8 of the Blackburn with Darwen Borough Local Plan Part 2.

8. The external walling and roofing materials to be used in the construction of the development hereby permitted shall be as specified in the approved details referred to in Condition No.1.

REASON: To ensure that the external appearance of the development is satisfactory in accordance with Policy 11 of the Blackburn with Darwen Borough Local Plan Part 2.

9. Prior to occupation of each of the units hereby approved, final layouts of car parking and servicing areas for each plot shall be submitted for approval, laid out in accordance with the approved details and thereafter permanently retained.

REASON: To ensure the servicing and parking arrangements for each plot are fully available for use at the time of occupation of the buildings, in accordance with Policy 10 of the Blackburn With Darwen Borough Local Plan Part 2, and the adopted Blackburn With Darwen parking standards.

6.0 PLANNING HISTORY

- 6.1 **10/18/1149** - Hybrid Planning Application - Full planning permission - new link road and access points; Outline planning permission with all matters reserved (with all matters reserved except for access) for a mixed use development comprising a maximum of the following: 100 dwellings (C3), 9,000m2 of employment use and careers hub (B1/B2/B8/D1), and associated ancillary works. (Approved 20/02/20, subject to various conditions).
- 6.2 **10/21/1001** – Application for Approval of reserved matters for the appearance, layout, scale and landscaping of 76 dwellings, pursuant to permission 10/18/1149 – application currently under consideration.
- 6.3 **10/21/1112** - . Formation of additional car parking and landscaping to plot 1 pursuant to reserved matters application 10/21/0597 - application currently under consideration
- 6.4 **10/20/0627** - DOC application for conditions 1-15 of the full application part (access road) of the hybrid approval 10/18/1149 (All complied with / discharged).
- 6.5 **10/18/0911** – Demolition of 2 vacant office buildings (Prior Approval not required - 02/10/2018).
- 6.6 **10/15/1119** - The erection of up to 180 dwellings, open space and associated works including the construction of a link road together with the demolition of the existing redundant office buildings (Refused 17/11/2016 – S106 Agreement not completed).

- 6.7 **10/10/0551** - Residential development and link road at land between Milking Lane and Greenbank Terrace (Approved with conditions 19/11/2012).
- 6.8 **10/05/0317** - Redevelopment of the former Lower Darwen Paper Mill site to create high quality Business Park (Approved with conditions 28/06/2006).

7.0 CONSULTATIONS

Property / Growth

- 7.1 No further comment.

Drainage / LLFA

- 7.2 No issues.

PROW

- 7.3 No implications.

Highways

- 7.4 No objections, subject to conditions including:
- S278 condition.
 - Off-site highway works condition for the formation of the new access point for Plot 1.
 - A Grampian condition for off-site highway works to deliver the new access points out onto Greenbank Terrace. This should also include new frontage footways, together with the associated drainage and lighting.
 - Construction method statement.
 - Access gate detail for Plots 1, 2 and 3.

Note: gates are shown for Plots 2 and 3, but no gates are shown for Plot 1 – further detail is required.

Clarity is also needed on when the gates will be operational.

Two parking spaces behind the gates on Plot 3 may also need to be removed should the gates remain as shown on the current plans.

- Sightline details for Plots 1 and 2.
 - Cycle parking detail for Plots 1, 2 and 3.
- 7.5 Initial concerns were raised to the plans as originally submitted, including parking provision in relation to the use proposed for each unit, applying the Council's adopted standards. These concerns have been addressed with the submission of amended plans and clarification of the intended use of each unit. Other matters can be secured by condition.
- 7.6 The full response from the Council's Highways Officer is shown below:

The submission details have been reviewed, and a site investigation has been undertaken.

The proposal seeks Approval of reserved matters for the appearance, layout, scale and landscaping of the employment units 1, 2 and 3, pursuant to permission 10/18/1149.

Parking/Access

In accordance with the adopted parking standard, I have set out the parking requirement and reviewed access and layout for each plot

Plot 1:

- I understand this is a B1 use, car parking requirements are 1 car space per 35 sqm, this equates to 26sqm equates to 26 car Parking spaces. 25 spaces (inclusive of 6 spaces for disabled users) has been provided. The disabled provision is more than 10%, but it is acceptable if the end user requires this.
- No details of cycle of ptw parking is provided within the curtilage, these should be located near the entrance of the building and be secure and covered. Please request further information.
- There is concern the parking spaces (the number is acceptable) straddles outside the red edge of the boundary. I note the recent communication received from the case officer to report a new revised plan is to be submitted as amendment to this application.
- All parking spaces should conform to the standards council bays of 2.4m x 4.8m with 6m manoeuvrability into and out of the bays.
- There are no gates proposed to the access, is one intended, please clarify.

The access into the site was approved under the outline application and conveys 6m radii, with a 6.7m wide entrance. The entrance width would appear excessive, however on examination of the swept path, we acknowledge this is necessary to support delivery and servicing needs.

The formation of the new access point should be attached as off-site highway works condition.

The swept paths received are acceptable.

No details of sightlines have been received, please request this or condition accordingly.

Plot 2

- The use set out is B2/B8. We have assessed the application against the worst case scenario of the unit being predominately B2. The combined floorarea of 2322sqm/ 1 car space per 60sqm, equates to an allowance of 39 parking spaces. The provision offered is 13 spaces (inclusive of 4 disabled spaces). The disabled provision is more than 10%, but it is acceptable if the end user requires this. The parking spaces are considered less than the allowance, please request further consideration/provide clarification. The lack of spaces is not acceptable, as this would lead to congestion and safety concern on this busy section of highway.
- No details of cycle of ptw parking is provided within the curtilage, these should be located near the entrance of the building and be secure and covered. Please request further information.
- All parking spaces should conform to the standards council bays of 2.4m x 4.8m with 6m manoeuvrability into and out of the bays. Ideally parking should be separate to the servicing area, please reconsider this if the service needs would outweigh the service/delivery vehicles.
- There are gates to the site. It is noted that double leaf manual gates are proposed, when will these will be operational, please provide further details.

The access into the site is already established into the site and is acceptable.

The access into the site was approved under the outline application and conveys 10m radii, with a 7.3m wide entrance. The entrance width would appear excessive, however on

examination of the swept path, we acknowledge this is necessary to support delivery and servicing needs.

The swept paths received are acceptable.

No details of sightlines have been received, please request this or condition accordingly.

Plot 3

- The use set out is B2/B8. We have assessed the application against the worst case scenario of the unit being predominately B2. Based on the floor area of 1275sqm/ 1 car space per 60sqm, equates to an allowance of 21 parking spaces. The provision offered is 19 spaces (inclusive of 4 disabled spaces). This is acceptable.
- No details of cycle of ptw parking is provided within the curtilage, these should be located near the entrance of the building and be secure and covered. Please request further information.
- All parking spaces should conform to the standards council bays of 2.4m x 4.8m with 6m manoeuvrability into and out of the bays. Ideally parking should be separate to the servicing area, please reconsider this if the service needs would outweigh the service/delivery vehicles.
- It is noted that double leaf manual gates are proposed, when these will be operational, please provide further details. The opening of the gates would impair parking in the 2 bays closest to the entrance, please reconsider and remove.

The access into the site is already established into the site and is acceptable.

The access into the site was approved under the outline application and conveys 10m radii, with a 7.3m wide entrance. The entrance width would appear excessive, however on examination of the swept path, we acknowledge this is necessary to support delivery and servicing needs.

Discharge of Conditions

The two conditions referenced in the application 21 and 22.

The application resolves and addresses the requirement set out in condition 21.

As the swept path analysis are all acceptable.

Additional Information

During the assessment a further drawing was received, in relation to Plot 2. The parking has increased to 25 spaces, which would support a B8 use, but not a B2 use. If the permission was restricted to a B8 use only, then the parking levels offered in the amended plan would be acceptable.

Other

Please attach a Grampian condition for off-site highway works to deliver the new access points out onto Greenbank terrace. This should also include new frontage footways, together with the associated drainage and lighting.

No details of a construction method statement is received, please condition accordingly.

General highway principles also to be taken into consideration are as follows:

- All existing street furniture including street lighting should be removed/disconnected at the applicants expense and relocated at locations to be agreed with by the relevant highways officer, (should they be required to do so)

- Prior to any work commencing that affects the existing adopted highway contact to be made with the Local Highway Authorities office on Tel: 01254 273838 to undertake a condition survey.
- Any old entrances that are no longer required should be closed and reinstated back to full footway, at the developers expense
- The highway should not be obstructed, if indeed closure is required contact is to be made with the highway authority on Tel: 01254 273439

To conclude in principle we would support the application, subject to the above matters being addressed satisfactorily, and subject to a 278 condition being reiterated.

Please attach standard conditions/Informatives: Highways, 1, 2, 3, 4, 5, 8, 10, 11, 14, 15 and 17.

Further details received 1st October 2021

A general note for all plots as they have not supplied sightlines, please condition. Please also attach a condition for the access points located off Greenbank Terrace to be conveyed under a Grampian condition for off-site highways to be undertaken prior to operational use (scheme to be submitted prior to commencement of works) this should include footways, street lighting and associated drainage works.

Details of cycle facilities are provided (albeit there is no mention of PTW's), if they are external to the building, then please request details of security and coverage (or condition accordingly).

I failed to mention this ensure, but to ensure safeguarded access is available for pedestrians when entering the site, we would request a delineated route is provided to support safe passage from the highway up to the entrance of the buildings. Please request or condition accordingly.

The additional spaces they have provided for Plot 2 are not viable or supported, as they would compromise the servicing area. These should be removed. The spaces along the front of the site would place some strain on the turning movement, and should be reconsidered.

The spaces are less than the allowances set out for a B2 use, and would as a subsequence lead to vehicles being parked on the highway close to a busy highway junction, please request further review and revision.

All matters under other and standard conditions/Informatives are still applicable.

Public Protection

7.7 No objections, subject to conditions and informatives:

- Plot 1 Units Use Restriction to minimise any loss of amenity at dwellings on Greenbank Terrace - Unit 1 will be limited to use class B1.
- Industrial/Commercial Noise Control
- Hours of Use Restriction
- Contaminated land condition(s)
- Air Quality
- Floodlighting

- Construction Phase Control Conditions: Hours of Site Works; Dust control; Noise & Vibration Control; and Floodlighting control.

With reference to the above application, I recommend that the following condition(s), informative(s) and/or comment(s) be included if planning permission is granted:

Comment: Plot 1 Units Use Restriction

The application indicates that the units at Plot 1 will be use classes B1, B2 & B8. To minimise any loss of amenity at dwellings on Greenbank Terrace, it has been agreed that these units will be limited to use class B1.

Condition - Industrial/Commercial Noise Control

The noise rating level arising from the commercial/industrial premises shall not exceed 50dB(A) at residential premises. Assessment shall be made in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound'

Reason: To ensure an acceptable standard of residential amenity.

Condition – Hours of Use Restriction

The approved use shall be restricted to the following times:

Monday to Sunday: 07:00 – 23:00 hours

Any variation of the above hours restriction must be approved in writing by the Planning Authority.

Reason

To ensure appropriate hours of use to minimise noise disturbance at residential premises.

CONTAMINATED LAND CONDITIONS

Condition 1

Prior to the commencement of construction works on site, the developer must submit to the Local Planning Authority (LPA) for written approval:

- A comprehensive desk study report, including a preliminary conceptual site model (CSM) in text, plan and cross-section form. Detailed proposals for subsequent site investigation based on the CSM shall be included as appropriate; the developer will be advised whether any further site assessment is required.
- If required by the LPA, the findings of the approved site investigation work, including an appropriate assessment of risks to both human health and the wider environment, arising from contaminants in, on or under the land (including ground gas) will be submitted. Where unacceptable risks are identified an updated CSM, remedial options appraisal and detailed remediation scheme shall be presented for approval. No deviation shall be made from this scheme without the written express agreement of the LPA.

Condition 2

Prior to the commencement of the permitted use, the developer must submit a comprehensive validation report to the LPA for written approval. The report shall demonstrate effective remediation in accordance with the agreed remediation scheme. All the installed remediation must be retained for the duration of the approved use and the LPA periodically informed in writing of any ongoing monitoring and decisions based thereon as appropriate.

REASON: To ensure that the site has been made 'suitable for use', and as such, does not pose a risk to future users of the site or the wider environment.

Condition 3

Should contamination be encountered unexpectedly during redevelopment, all works should cease, and the LPA should be immediately informed in writing. If unacceptable risks are identified, a remedial options appraisal and detailed remediation scheme should be presented, and agreed in writing by the LPA. No deviation shall be made from this scheme without the written express agreement of the LPA.

REASON: To protect the health of future occupiers of the site in accordance with Policy ENV3 of the Blackburn with Darwen Borough Local Plan.

Air Quality:

Condition - Large Commercial Development

Prior to the commencement of the development an air quality impact assessment shall be submitted, in writing, to the Local Planning Authority (LPA). The report shall include a **screening** assessment which determines whether an Air Quality Assessment (AQA) is necessary. Where an AQA is necessary, the **scope** of the assessment must be agreed with the LPA in writing. The assessment shall recommend appropriate mitigation if an adverse impact is identified in accordance with the LPA planning advisory note: 'Air Quality'.

REASON: In accordance with Policy 36 of the Blackburn with Darwen Borough Local Plan Part 2 and Paragraph 110 of the National Planning Policy Framework 2019, which states that developments should be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. This implements the requirements of Council's Air Quality PAN and the Principles of Good Practice in the EPUK & IAQM guidance Planning for Air Quality. These are readily achievable mitigation measures that reflect current good practice and help to reduce the cumulative impact of current and future developments.

Floodlighting

Should the proposed development include outdoor lighting I would recommend the following condition:

Condition – Floodlighting (as appropriate)

An outdoor floodlighting scheme shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The floodlights shall be installed in accordance with the agreed scheme and retained for the duration of the approved use.

Reason

To minimise potential loss of amenity due to intrusive light pollution affecting residents living in the vicinity.

Construction Phase Control Conditions

Condition – Hours of Site Works

There shall be no site operations on any Sunday or Bank Holiday nor on any other day except between the following times:

Monday to Friday 08:00 – 18:00 hours

Saturday 09:00 - 13:00 hours

Any variation of the above hours restriction must be approved in writing by the Planning Authority.

Reason

To ensure appropriate hours of site work to minimise noise during the construction phase.

Condition – Dust Control

The commencement of the development shall not take place until there has been submitted to and approved in writing by the Planning Authority a scheme employing the best practicable means for the suppression of dust during the period of demolition/construction. The approved measures in the scheme shall be employed throughout this period of development unless any variation has been approved in writing by the Planning Authority.

Reason

To ensure that satisfactory measures are in place to alleviate any dust & dirt impact at adjacent residential premises.

Noise & Vibration Control

The following condition is recommended if pile driving works are required on site.

Condition

The commencement of the development shall not take place until there has been submitted to and approved in writing by the Planning Authority a programme for the monitoring of noise & vibration generated during demolition & construction works. The programme shall specify the measurement locations and maximum permissible noise & vibration levels at each location. At each location, noise & vibration levels shall not exceed the specified levels in the approved programme unless otherwise approved in writing by the Planning Authority or in an emergency.

Reason

To minimise noise/vibration disturbance at adjacent residential premises.

Floodlighting Control (Construction Phase)

The following condition is recommended if security floodlighting is required on site.

Condition

A floodlighting scheme shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The floodlights shall be installed in accordance with the agreed scheme and retained for the duration of the works.

Reason

To minimise potential loss of amenity due to intrusive light pollution affecting residents living in the vicinity.

Tree Officer

7.8 No objections.

The applicant is proposing a good mix of native trees and shrubs in the right areas with more ornamental planting in formal areas. The scheme also includes the relevant maintenance and management information required for the planting to become established.

Cleansing

7.9 No issues.

Highways Agency

7.10 No objections. Suggested a minor revision to the original plans as submitted (moving the fence line back so as to improve access for maintenance of the motorway retaining wall alongside it), which was addressed during the course of the application. The follow up response to the amendment / re-consultation confirmed that the Highways Agency raise no objections to the proposal. Both responses are shown below:

7.11 Initial HA response (prior to the plans being amended):

Background

This application relates to the approval of reserved matters for the appearance, layout, scale and landscaping of the employment units 1, 2 and 3, pursuant to permission 10/18/1149 for a mixed use employment / residential development on land bordering the eastbound M65 off Greenbank terrace, Lower Darwen. Plot 3 (employment unit and associated car parking and landscaping) is the only plot sharing a boundary with the motorway.

The land in question has been previously developed since the motorway was constructed in 1997 and is currently vacant. Ground levels would remain the same for the site itself. However, the adjacent motorway is carried at a significant height above the site on a steep-sided embankment that in part is retained by a concrete retaining wall that is the responsibility of Highways England.

Our ownership Deed to the motorway land grant access to Highways England to 90 square metres of this site for the purposes of the construction and maintenance of the retaining wall, which cannot be accessed from an alternative route.

Whilst the development layout would not necessarily preclude this access, it assumed from the drawing (Plot 3 Landscaping ref. GAV027-004) as to the position of the proposed 1.8 metre high paladin fencing would be one metre from the retaining wall, which unless temporarily removed during any maintenance operations, may prevent access for maintenance works. With this in mind, it would need to be assumed that a section of the fence may need to be temporarily removed to facilitate this access.

Although we would have no objection to this in principle, this may result in inconvenience for the occupier of Plot 3. Consequently, we advise that consideration is given to the redesign of this section of the landscaping to relocate the fenceline parallel to the retaining wall to have a greater set-back distance so as to allow access via a small section of the tie-in fencing on Greenbank terrace as it approaches the motorway bridge eastern abutment. This would improve access for periodic inspection of the retaining structure and improve the width of the strip of land for access that may reduce the future need to encroach onto the site for any future works.

7.12 Subsequent HA response to amended plans:

The revision the fence line set out on the attached drawing should be fine to allow access for most maintenance instances without affecting the development itself. If major works were envisaged in the future where any part of the width for access presented any difficulties, then we would need to negotiate a temporary licence for working space with the site owner / operator. I notice that in the email below from Joe Barraclough from Campbell Driver Partnership that clarification is sought regarding the type of fence and its height to be used along the motorway boundary. We normally recommend a minimum height of 2 metres using a close-boarded fence or similar (so for example a Paladin fencing for this location may be suitable). Ultimately, the aesthetics are a matter for you as the LPA and the applicant to agree on.

Network Rail

7.13 No comments.

Electricity North West
7.14 No comments received.

Lancashire Constabulary
7.15 No comments received.

Ecology (GMEU)
7.16 No comments received.

United Utilities
7.17 No objections, subject to conditions (including UU standard conditions). The development may impact on existing assets and the associated easement strips of Plots 1 and 3. The precise location of the mains need to be confirmed. If this cannot be addressed pre-determination, a pre-commencement condition should be attached requiring until details of the means of ensuring the water main/s laid within the site boundary are protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing.

7.18 Whilst concerns were initially raised by UU, these related largely to conditions attached to the hybrid approval (now discharged). The full response is shown below:

With regards to your query, our concerns relate to Plots 1 and 3. According to our records, the development impacts on our existing assets and the associated easement strips.

The plans that you have been provided only give an approximate indication of the location of the mains, however in reality they may be located elsewhere. Therefore Water Developer Services request that the precise location of these mains are confirmed, usually by way of undertaking trial holes. If the applicant has evidence to demonstrate they have confirmed the location accurately, then it should be submitted to us for review asap.

I have confirmed with Sara Livesey in Water Developer Services that the applicant has not been in touch with her. It is my advice that they contact her as a matter of urgency to discuss the following:

Plot 1

There is a 160mm distribution main within the site, which will need the precise location confirming as it may be that the proposed buildings will impact on it or the associated easement strip. It is not acceptable for the development to be built on top of this water main or easement.

Plot 3

There is a 500mm pressurised trunk main within the site boundary, due to the nature of this water main and its large size, it may require the trial holes to include a supervised visit. However this should be confirmed with Sara.

Once the location of this main is confirmed, the following points may/ may not be relevant:

- The proposed landscaping plan needs to be in accordance with the planting guidance on pages 15 & 16 within our Standard Conditions document (a copy was issued with our original letter, however I have enclosed again for ease). Any other planting within the easement strip on either side of the water main will not be accepted.
- Should additional weight (i.e. soils, HGV lorries etc) be proposed on top of our existing asset, protection measures and a RAMs statement must be provided.
- A diversion is unlikely to be possible for this asset.

Should this matter not be addressed in time ahead of planning committee, our objection could be removed on the agreement that the suggested condition is attached to the Decision Notice:

No construction shall commence (including any earthworks) until details of the means of ensuring the water main/s laid within the site boundary are protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall include:

- *a survey that identifies the exact location of the water main;*
- *the potential impacts on the water main/s from construction activities (including any construction compound);*
- *the impacts post completion of the development on the water main infrastructure that crosses the site and identify necessary mitigation measures;*
- *a timetable for implementation to protect and prevent any damage to the water main infrastructure both during construction and post completion of the development; and*
- *a pre and post construction condition survey.*

Any mitigation measures shall be implemented in full prior to commencement of development in accordance with the approved details and timetable and shall be retained thereafter for the lifetime of the development. In the event that the survey of the water main/s identify the buildings/plots as within a 5m standoff either side of the main (10m in total), the developer shall submit evidence to the Local Planning Authority that a diversion has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development.

Reason: In the interest of public health and to ensure protection of the public water supply.

Environment Agency

- 7.19 An initial objection was also raised by the EA, which was again linked to the discharge of some of the hybrid approval conditions, in particular conditions 11, 12 and 13, which have now been discharged.
- 7.20 The EA has confirmed that their initial objection will be removed, and that they will submit a new formal response raising no objections prior to the Committee meeting. When received, the formal response will be reported to Committee in the update report.

- 7.21 Notwithstanding this, the EA has stated that the previous Flood Risk Assessment for the site will need to be updated to reflect the new flood risk scenario as a result of the de-culverting of Davy Field Drain and the impact of the altered levels. In their interim response, the EA has provided the following comments:

I will compile a “no objection” formal response for submission this afternoon to the commercial development. The FRA will need to be updated to reflect the new flood risk scenario as a result of the de-culverting of Davy Field Drain and the impact of the altered levels as a result of the building of the road.

There is currently no information accompanying this reserved matters application that would be sufficient to discharge conditions 38 – 41 from the outline application because the new flood risk has not been assessed in line with the new flood map for the site. That said, we have had sight of the new flood map of the site, through the discharge of the conditions for the “Full” part of the original hybrid application, so we are aware that it should be possible to mitigate the flood risk posed to the commercial units planned for south of the new spine road. Without this prior knowledge, we would likely object to the reserved matters proposal. However, **because conditions 38 - 41 are pre commencement conditions and no development can commence prior to their discharge, we will take the approach suggested. We would however like these reservations to form part of the report to the committee so that it is clear that no development can occur until flood risk to the new units has been properly assessed.**

Publicity

- 7.22 170 neighbouring properties were consulted during the consultation process relating to the initial scheme, and 4 site notices were posted on 14/07/21. A press notice was also advertised in the local newspaper (Press notice 13/07/21). No representations were received.
- 7.23 Following revisions to the parking provision at Unit 2, and moving the fence line back so as to improve access for maintenance of the motorway retaining wall, a further site notice was displayed (Additional site notice dated 28/09/21).
- 7.24 Final revisions to the site layout plans for Units 1, 2 and 3 have resulted in a further site notice (14 days consultation period) being displayed on 4th October. The formal deadline for consultation responses is therefore 18th October. Any subsequent responses that are not already covered in this report, will be reported to the committee in the update report.

8.0 CONTACT OFFICER: Tom Wiggins – Planner, Development Management.

9.0 DATE PREPARED: 8th October 2021