APPLICATION REPORT – 20/00835/CB3MAJ

Validation Date: 11 August 2020

Ward: Chorley East

Type of Application: Major Chorley Regulation 3

Proposal: Erection of building comprising 62 assisted living apartments (Use Class C3) with community facilities including Community Centre (Use Class D1), Nursery (Use Class D1), café (Use Class A3) and hair salon (Use Class A1) and 2no. units designed as a GP surgery (Use Class D1) and a Pharmacy (Use Class A1), regeneration of existing recreation ground and construction of bowling club facility following demolition of nursery, community centre and bowling club hut.

Location: Stagecoach North West Ribble Motor Services Bus Depot Eaves Lane Chorley PR6 0PU

Case Officer: Mike Halsall

Applicant: Chorley Council

Agent: Triangle Architects

Consultation expiry: 5 October 2020

Decision due by: 10 November 2020

RECOMMENDATION

1. It is recommended that the application is approved subject to conditions and a S106 agreement to secure a £6,000 contribution be paid to Lancashire County Council for monitoring the Travel Plan for the site.

SITE DESCRIPTION

2. The application site is located on the western side of Eaves Lane in east Chorley and covers 2.6 hectares of land consisting of the former Stagecoach bus depot building, the associated external yard area, part of Silverdale Road, and Tatton recreation ground, including the bowling and community centre buildings.

3. The area immediately around the site is predominantly residential in character, being made up of a mix of pre-war terraced properties and later inter-war semi-detached dwellings of mixed tenure.

4. The application site is located within a short walking distance to local amenities. The amenities currently located along Eaves Lane form part of the local centre for the surrounding residential catchment, and include a series of retail units, food takeaway outlets, public house, pharmacy and GP Surgery.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. The demolition of the bus depot falls within the remit of Permitted Development under Schedule 2, Part 11, Class B of the General Permitted Development (England) Order 2015 and the Council approved the method of its demolition in September 2020 by virtue of prior approval application ref. 20/00824/DEMCON.

6. This application seeks planning permission for the demolition of the community centre (incorporating a nursery) and the bowling club hut on Tatton recreation ground and the erection of a new building on Eaves Lane incorporating a community centre, nursery, café, hair salon, GP surgery and pharmacy, and 62 assisted living apartments. A new bowling hut would be constructed on the Tatton recreation ground and the ground itself would be improved.

7. The proposed new building on Eaves Lane would be as follows:
   - Three storeys tall in an 'L' shape, with the main entrance on Windermere Road with the building extending across Silverdale Road, which would be 'stopped-up' as part of the proposal, and extending partially into the recreation ground
   - 62 assisted living apartments with communal areas, 60 of which would be 1-bed apartments and 2no. 2-bed apartments within the north eastern section of the building at ground floor and across the entire first and second floors
   - A community centre, nursery, café, hair and beauty salon, GP surgery and pharmacy and communal lounge area on the remainder of the ground floor with entrances to the community centre, nursery, and café facing the recreation ground
   - Provision of vehicle parking spaces, the majority of which would be on the existing hardstanding/car parking area of Tatton recreation ground, accessed from Windermere Road
   - A garage for two cars with access to Silverdale Road for use as a car club
   - A central landscaped courtyard area

8. The proposed bowling hut would be located on the northern side of the existing bowling green, approximately 20m west of its current location. The hut would be single storey and would include an open fronted seating area, storage rooms, toilet facilities and a kitchen/seating area.

9. The recreation ground would be improved by the implementation of a new Park Masterplan, summarised below:
   - Creation of a new circular 5m wide path loop to provide circulation space for all users, utilising existing hard standing with new edging and asphalt concrete wearing course;
   - Wider parts of the loop would incorporate trail/play equipment, suitable for a wide range of ages.
   - To the north of the boulevard axis, the existing hardstanding would be replaced with a circular grassed area with low mounds to the edges for informal 'kick-about' and events.
   - To the south of the boulevard axis, the existing hardstanding would be utilised and resurfaced to create a fenced multi-use games area (MUGA) with a concrete terraced seating area to the north west for spectators
   - Also, to the south of the boulevard axis, adjacent to the MUGA, would be the formal children's play space with various pieces of exercise equipment for all ages, separated into an early years play area and a junior play area.
   - A new entrance would be created to the eastern end of the park. Windermere Road would be extended further west before turning north-west.
   - An entrance plaza would be located at the park entrance with general car parking bays
   - Other improvements would include a sensory well-being garden, new paths throughout the park, tree and shrub planting, seating/benches, two ponds/drainage swales kitchen garden, woodland garden, new lighting and a community orchard

REPRESENTATIONS

10. Representations have been received from 11 individuals citing the following grounds of objection:
    - Too many apartments for the size of the site / overdevelopment
    - Building is too tall / out of keeping with the area
    - It is queried whether any compensation be received by residents
    - Loss of light / overshadowing
    - Insufficient number of parking spaces

- When the bus depot was operational, parking on surrounding roads meant residents had nowhere to park
- Traffic congestion
- Noise and disruption during construction work
- Provision for parking for surrounding existing dwellings should be provided and restrictions from others parking on the street
- Empty nursing homes should be converted instead
- Too many hair salons in the area
- No provision for dog walking
- The nursery garden is upkept by the nursery, the plans show this to be a community garden and no discussion has taken place with the nursery about this
- The apartments and the recreational ground should have been submitted as two applications
- With more houses being built and with the current pandemic, more green spaces are required like Devonshire Road rec. – they wouldn't want a car park and flats on theirs
- Consultation has been affected by the current pandemic, some people don't have computers so can't comment on the plans and a meeting was cancelled
- Façade will act as sounding board to traffic on Eaves Lane
- The community centre works better in its current location
- Don't like the fence around the bowling green or the changes to perimeter fences, gates and paths
- Children who use the site should be consulted
- Loss of trees
- Wrong sort of play equipment proposed
- Planning conditions should be imposed to prevent piling
- Loss of privacy from balconies / overlooking
- Loss of trees / wildlife habitat / rosebed
- Recreation ground and community centre should be kept separate from doctors' surgery and pharmacy for health and safety reasons
- The existing community centre should be kept – new one will be worse in terms of noise, e.g. samba band using the facility
- Recreation ground was donated by Sir Reginald Arthur Tatton in 1915 and should be kept as it is
- Ponds will be used as rubbish bins and are dangerous
- Younger children's play area should be separated from that for older children
- Entrances should be separated away from residential dwellings
- No need for a fence around the bowling green, will be imposing from nearby dwellings – like a prison camp
- Surrounding roads already dangerous with type and speed of traffic

11. One neighbour representation has been received in support of the scheme to state that they like the idea of redeveloping the old bus depot.

12. Councillor Terence Brown has also commented in support of the scheme, as follows:

    "I support the planning application for the Tatton development as will bring a huge benefit to the whole community. I further support the crossing on Eaves Lane outside the development. Over the last 5 years there has been a large increase in traffic flow on Eaves Lane due to people using it as a rat run to and from Adlington. I would also request that the facilities for the Bowling community be completed as soon as possible due to the length of time the bowling green has been closed down."

CONSULTATIONS

13. Environment Agency: Have responded to state that the previous use of the application site as a servicing depot for buses and commercial vehicles presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the site is located on a secondary B aquifer.

The EA state that the application demonstrates that it would be possible to manage the risks posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. The application as it stands is incomplete as further investigation is necessary following demolition of the existing bus depot. The EA have, therefore, recommended a planning condition be attached to any grant of planning permission to require the submission of a remediation strategy to the Local Planning Authority for agreement.

14. Greater Manchester Ecology Unit: Have advised planning conditions/informatives be attached to any grant of planning permission:

    A precautionary method statement for bats (as per paragraph 5.2 of the bat survey) for the removal of the pavilion roof should be followed. If work to this building has not commenced by May 2021 then it is advised that an updated bat activity survey is undertaken, given the mobile nature of bats and the roosting features present in the building.

    Building demolition, tree felling and vegetation clearance works should be undertaken outside the main bird nesting season (March – August inclusive) unless it can otherwise be demonstrated that not active bird nests are present.

    Details of lighting for the site should be submitted, and must be designed to minimise the impact on nocturnal wildlife such as bats. The lighting should be designed in line with best practice guidance and following the recommendations in paragraph 5.2.3-5.2.5 of the ecology report.

    A precautionary informative is used to make the applicant aware of the laws which are in place to protect biodiversity, such as bats. Should they find or suspect any such species on the site during the development, work should cease and the Local Planning Authority should be contacted for further advice.

    Where work is required to clear rhododendron from the site, it must be done in accordance with paragraph 5.4.2 of the ecology report.

    Trees and scrub should be retained where possible, and where this is not possible compensatory planting will be required. All retained trees should be adequately protected from any adverse impacts of the proposed development, following BS5937:2012

    Taking into account the above, a detailed landscape and management plan of the scheme for biodiversity should be secured.

15. Regulatory Services - Environmental Health: Initially raised some questions in relation to noise, electrical car charge points and sustainable energy. The applicant has responded to these questions and the EHO has raised no objection to the proposal.

16. Waste & Contaminated Land Officer: Have responded to state that they note the investigations undertaken to date which have demonstrated the need for further investigation and delineation of ground contamination. They agree with the recommendation made in Section 6 of the Phase II Geo-Environmental Investigation report which proposed further investigation post-demolition to fully delineate hotspots and to investigate areas that were inaccessible during the initial stage of investigation. It will be possible to manage the risks but further detailed information will be required before built development is undertaken. A condition is recommended, similar to that suggested by the EA requiring the submission of a remediation strategy to the Local Planning Authority for agreement.

17. Lancashire County Council Highway Services (LCC Highways): Have responded to raise no objection to the proposal and have requested changes to the proposed scheme, including the layout of parking spaces, off-site highway improvements and a financial contribution towards monitoring of the proposed travel plan. Further details of these issues are provided within the Planning Considerations section of this report.

18. Lead Local Flood Authority: Have not responded on this occasion. Given that the areas of built development would largely take place on existing areas of hardstanding, it is considered that risk of flooding would be minimal. Further, United Utilities have suggested planning conditions to be attached to any grant of planning permission with regards to ensuring sustainable drainage measures are incorporated in the scheme, where possible.

19. Council's Tree Officer: Have advised that the trees it is proposed to remove are of low and moderate value, arboriculturally although they do offer a high level of visual amenity, as a group. The loss of these trees can be mitigated by appropriate replanting, which can replace the visual amenity lost and improve the diversity in tree species. A condition is recommended to require adherence to BS 5837:2012 to ensure protection for all retained trees.

20. United Utilities: Have objected to the planning application as the proposal would be built over UU apparatus. Negotiations have however since progressed between UU and the applicant and the applicant has provided a potential solution which UU is currently reviewing. It is not considered that this is a reason to refuse the planning application or to delay its determination as a solution can be found to this issue. The requirement to resolve the issue can be outlined within an informative attached to any grant of planning permission.

    UU have also recommended conditions be attached to any grant of planning permission in relation to sustainable surface water drainage and the management of foul water should the Council decide to approve the planning application.

PLANNING CONSIDERATIONS

Principle of development

21. The application site is located within a settlement area as shown on the Chorley Local Plan 2012-2026 policies map and is covered by Policy V2 which states that there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and the other policies and proposals within the plan.

22. Tatton recreation ground is covered by policy HW2 of the Chorley Council Local Plan 2012-2026: Protection of Existing Open Space, Sport and Recreational Facilities, which states:

    "Land and buildings currently or last used as, or ancillary to, open space or sports and recreational facilities will be protected unless:
    a) Alternative facilities of an equivalent or enhanced standard are provided nearby before the existing facilities cease to be available; or
    b) It can be demonstrated that the loss of the site would not lead to a deficit of provision in the local area in terms of quantity and accessibility; and
    c) The site is not identified as being of high quality and/or high value in the Open Space Study; and
    d) It can be demonstrated that retention of the site is not required to satisfy a recreational need in the local area; and
    e) The site does not make a significant contribution to the character of an area in terms of visual amenity."

23. A small section of the area of land covered by this policy would be lost to accommodate the western part of the proposed new building and its associated car parking area. The proposal includes substantial enhancements to the rest of the recreation ground, listed earlier within this report. Further, a large section of the land covered by this policy that falls within the proposed development site is currently hardstanding for car parking, footpaths and the community centre which is to be replaced as part of the scheme. It is, therefore, considered that the proposal complies with criterion 'a' of the policy and there is no conflict with the policy as a result.

Design, appearance, and impact upon character of the locality

24. Policy BNE1 of the Chorley Local Plan 2012-2026 states that planning permission will be granted for new development(s) provided that the proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ration, height, scale and massing, design, orientation and use of materials.

25. The submitted Design, Access and Planning Statement contains a table at Appendix B which sets-out how the scheme has been designed to accord with the principles of Building for Life 12: Third edition – Jan 2015 (BfL12). This was requested by the case officer during pre-application discussions. BfL12 is endorsed by the government, is cited in the National Planning Policy Framework (Framework) and is managed by three partners - Design Council Cabe, Design for Homes and the Home Builders Federation. Topics covered within BfL12 are connections, facilities and services, public transport, meeting local housing requirements, character, working with the site and its context, creating well defined streets and spaces, easy to find your way around, streets for all, car parking, public and private spaces, external storage and amenity spaces. The applicant has demonstrated that the evolution of the proposal has taken account of the considerations identified within BfL12.

26. With regards to density, that of surrounding dwellings is relatively high, generally with small rear gardens and limited space between the dwellings and the street frontage. There is no maximum density set for apartments within local or national planning policy. Paragraph 122 of the Framework states that planning policies and decisions should support development that makes efficient use of land. Flats and apartments are by their very nature high density and so in its broadest sense are considered acceptable in policy terms.

27. The proposed building is three storeys tall which contrasts with the predominantly two-storey terraced and semi-detached dwellings which characterise the locality. It should be noted however that the majority of the proposed main building would be no taller than the ridge height of the existing bus depot which has a height of 11.4m to ridge. That said, the proposed building would have a much greater mass than the existing building. The proposed building would incorporate a shallow sloping roof with low parapet to reduce the overall scale and to provide interest in the roofline by contrasting with the flat roof bays which articulate the facades. The range of cladding materials used across the scheme breaks down the mass, reducing its overall visual impact. The final selection of materials to be used can be agreed by a suitably worded planning condition attached to any grant of planning permission.

28. With regards to layout, the applicant has stated the following:

    - The café and covered external seating area relate to Tatton Recreation Ground to take best advantage of passing trade and attract visitors to the park. The café has a dual aspect onto the pavement and the recreation ground to the front making it a more attractive proposition to potential operators.
    - The GP surgery has a public presence onto Eaves Lane whilst being adjacent to the retail pharmacy, hairdressers and winter garden space for the extra care facility. This symbiosis increases the footfall for all concerns.
    - The Eaves Lane elevation is seen as a key frontage. It is designed to enliven the streetscape by re-introducing residential development.
    - Residential areas relate to those surrounding the site. This ensures that most commercial activities and processes are separated from adjacent neighbouring houses where possible.
    - Main site access is from Windermere Road, consistent with the current arrangement that the surrounding infrastructure supports.

29. It is considered that the proposal would integrate well with the surrounding dwellings and represents a vast improvement to the existing dilapidated buildings that are due to be demolished. The improvements to the recreation ground, including the new bowling hut, would also contribute to the visual enhancement of the area. It is considered that the proposal complies with policy BNE1 of the Chorley Local Plan 2012-2026 in respect of design and the proposal represents an efficient use of land.

Impact on neighbour amenity

30. Policy BNE1 of the Chorley Local Plan 2012-2026 states that new development must not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or by creating an overbearing impact.

31. There are existing residential dwellings on the opposite side of Eaves Lane (to the east), Silverdale Road (to the west) and Windermere Road (to the south) that face the application site and have habitable room windows within their front elevations. The applicant has taken on-board feedback from pre-application advice discussions and ensured that the proposal complies with the Council's interface distances for such situations by ensuring that areas with windows facing the dwellings on Silverdale Road and Windermere Road serve corridors and communal areas, rather than habitable rooms of apartments or balconies. This maintains the privacy of occupiers of surrounding dwellings.

32. The proposal includes balconies / habitable room windows that would face the side gable elevations of no. 65 Eaves Lane and no. 29 St Annes Road to the north and the rear garden/yard area of these terraced dwellings. The Council's interface distances are maintained in this instance and it is considered that any overlooking of garden /yard areas would be no worse than is already experienced to the rear of the terraces by the opposing properties to the rear.

33. The proposed new main building would inevitably result in some overshadowing and impact on outlook for the occupiers of the dwellings on Windermere Road and Silverdale Road, facing the application site. However, the existing building already causes such impacts to be experienced by occupiers of these dwellings. The proposal would effectively add another storey to the eaves height of the existing building, albeit with a flat roof, rather than the pitched roof of the existing building. Therefore, whilst there would be some harm arising from overshadowing and impact on outlook, this would only be marginally worse than the current situation. Given the orientation of the buildings and the path of the sun, the proposal would not result in any loss of direct sunlight to the occupiers of the dwellings on Windermere Road and only for a short period for those on Silverdale Road by virtue of an increase in roof height of circa. 1m (ridge of existing building compared to eaves of the new building.

34. In summary, whilst the scheme would not result in overlooking or a loss of privacy, there would be some additional overshadowing and impact on outlook. However, it is considered that on balance, the benefits of the proposal in freeing up existing housing stock, promoting investment in the district, redeveloping this run-down site, delivering social and economic benefits (identified later in this report) and securing improvements to the recreation ground outweigh the slight impact caused to residential amenity in the locality.

Contaminated land

35. The applicant's submitted assessment identifies that further site investigations are required once the existing buildings have been demolished. The EA and the Council's waste and contaminated land officer have requested a planning condition be attached to any grant of planning permission requiring a remediation strategy to be submitted to the Local Planning Authority for approval, prior to commencing construction work. This would ensure the site is suitable for the proposed use and it is, therefore, considered that the proposal is acceptable in this regard.

Flood risk and drainage

36. 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 draining to the public sewer and surface water draining in the most sustainable way.

37. 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.

38. It is recommended that a condition be attached to any grant of planning permission requiring a surface water drainage scheme for the site that has been designed in consideration and in accordance with the surface water drainage hierarchy outlined above.

Highway safety

39. Policy ST4 of the Local Plan 2012-2016 sets out the Council's parking standards. There is no specific standard for an extra-care/assisted living facility. Standard apartments require one space for one-bed and two spaces for two-bed apartments (which would require 64 spaces), whereas sheltered accommodation requires one space per three beds (which would require 21 spaces). However, it is not considered that either of these uses accurately reflects the type of development proposed. It is considered that car ownership amongst residents is likely to be low, especially given the location so close to the town centre.

40. The site is well served by local buses, located along Eaves Lane, adjacent to the site. There is an hourly bus service which runs in each direction on a weekday with services also available in the evenings and at the weekends.

41. The proposal includes for 19 dedicated resident, assisted living staff and nursey staff parking spaces (including 3 no. wheelchair user spaces) on site, with electric fob sliding gated access, and allocated to staff and disabled residents, with the remainder offered for private rental to residents of the apartments under a separate negotiation. 28 visitor car parking spaces (including nursery drop-off) are provided adjacent to the Tatton recreation ground and within the entrance plaza and a further 8 visitor and staff spaces (including 1 wheelchair user spaces) for the GP surgery. Also on the ground floor is a garage for two cars with access to Silverdale Road for use as a car club.

42. LCC Highways have requested changes to the site layout with regards to the number and layout of car parking spaces, which have been made by the applicant to the satisfaction of LCC Highways. The application site is in a sustainable location with regards to public transport links and the distance to the town centre and other local amenities. It is considered that the proposal complies with policy ST4 of the Local Plan with regards to the level of parking proposed and there should be no increase in on-street parking as a result of the proposed development.

43. Traffic generation by the proposed development is anticipated to be low. As such, it was agreed with LCC Highways that junction capacity assessment should not be undertaken. However, the proposed development trips to be generated by the combination of travel modes including walking, cycling, public transport users and vehicles were predicted using TRICS based on the proposed uses. The predictions were that during weekday AM peak, the proposed development would generate 31, 2-way vehicle trips and 28, 2-way vehicle trips in the PM peak. One cycle movement would be generated during the AM peak with none generated in the PM peak. In terms of pedestrians, 15, 2-way and 17, 2-way movements respectively were predicted for the AM and PM peaks. 3 and 7, 2-way public transport users were also predicted during the AM and PM peaks respectively.

44. There was a community centre and a bus depot previously on site that generated vehicular traffic, nonetheless, in predicting the proposed development trips within the applicant's assessment, it was assumed that vehicular trips associated with the proposed development would be new and as such no adjustments were made to take account of the previous trips. Yet, as the above figures show, the predicted proposed development trips were low.

45. The forecast however predicted increases in pedestrian movements and movements of public transport users, but as a signalised controlled crossing is proposed outside the site on Eaves Lane, it was considered that the any adverse effects of the increase would be mitigated.

46. The following off-site improvements / contributions have also been requested by LCC Highways and agreed with the applicant, following negotiations. These would be secured via a S278 agreement between the applicant and LCC Highways, apart from the Travel Plan monitoring fee which would form a S106 agreement between Chorley Council and the applicant.
    - Provide a new Puffin Crossing outside the site on Eaves Lane to include associated tactile pavings at a suitable location to be agreed as part of the s278 works.
    - A long section of the existing footway in front of the site is currently dropped to provide vehicle accesses associated with the previous use as a bus depot. The footway should be reinstated to its original level to include new kerb realignments.
    - If removal of the existing pedestrian refuge in front of the site is considered necessary as a result of the proposed Puffin Crossing, then this would be removed together with its associated beacon, illuminated bollards, signs, disconnection of the power supply and the reinstatement of the affected section of carriageway.
    - Carry out improvements to the bus stop outside the site on Eaves Lane and two on Brook Street opposite Worthy Street and to the east of Worthy Street. The bus stop improvements should be carried out to quality disability compliant standard to include, raised kerbs and boarding areas; bus stop bays and worded markings; clearways etc. The improvement to the bus stop outside the site should include provision of shelter.
    - Make any necessary alterations to carriageway markings in front of the site and its immediate vicinity.
    - Improve the corner radii of the junction of Eaves Lane and Windermere Road to 6.0m and install dropped kerbs and tactile pavings at the following locations.
      - Eaves Lane/Lytham Street
      - Eaves Lane/Windermere Road
      - Eaves Lane/The Brookes
      - Eaves Lane/Crosse Hall Lane
      - Eaves Lane/Owens Street
      - Eaves Lane/ Frederick Street
    - A section of the existing footway to the side of the site is dropped to provide vehicle access associated with the previous use as a bus depot. The footway should be reinstated to its original level to include new kerb realignments.
    - Provide dropped kerbs and tactile pavings at the following locations.
      - Lytham Street/St Annes Road Rear 1-20
      - Lytham Street/St Annes Road
      - Lytham Street/St Silverdale Road
      - All crossing points at Lytham Street/Southport Terrace including the gated entrance to the Recreation Ground. The existing entrance gate should be widened to no less than 1.5m to accommodate wheelchair users.
    - Provide dropped crossing and tactile pavings at the access adjacent nos. 1 and 5 Windermere Road.
    - A £6000 contribution to be paid to LCC Highways. Whilst the applicant is responsible for producing and implementing the Travel Plan, as part of the paid support, LCC Highways would provide the following services:
      - Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
      - Work closely with the Developer's appointed Travel Plan Coordinator, the end user where appropriate, local community groups etc.
      - Oversee the progression from the Framework Travel Plan to Full Travel Plan in line with agreed timescales.
      - Monitor and support the development, implementation and review of the Full Travel Plan, which would include reviewing, annual surveys, progression of initiatives / actions plan and targets.

47. In light of the above, the proposal is considered to be acceptable in terms of traffic and transportation impacts.

<u>Affordable housing</u>

48. Policy 7 of the Core Strategy sets out a 30% requirement for affordable or special needs housing for developments in urban parts of Chorley. The development is for 100% extra-

care accommodation which is a form of special needs housing. The proposal is, therefore, in accordance with this policy.

49. Policy 7 also requires special needs housing, including extra care accommodation, to be well located in communities in terms of reducing the need to travel to care and other service provision and a proportion should be affordable. The proposed development is located just east of Chorley town centre close to shops and other local services.

50. The mix of dwellings is provided to cater to independent over 55s, either in retirement, or looking to retire, looking to downsize from current housing stock into more modern and flexible housing that requires minimal effort to adapt to increasing care requirements over time. This would free up existing housing stock, potentially encouraging new residents to the area, increasing the overall diversity of the local area, as well as promoting investment in the district.

Sustainability

51. Policy 27 of the Core Strategy requires new buildings to be rated as 'Very Good' according to the Building Research Establishment's Environmental Assessment Method (BREEAM). The proposal includes sustainable building practices and energy efficiency measures such as solar PV to the roof. The applicant has committed to meeting the required Very Good standard and this could be secured by planning condition.

Public open space (POS)

52. 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.

53. Normally financial contributions towards the cost of green space and playing pitches are 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 people over 55 requiring some element of care. Additionally, a ground floor courtyard and first and second floor residents' terraces are to be provided as part of the scheme. It is not, therefore, considered to be a type of development that is required to make such a contribution.

Economic and social impacts

54. The Central Lancashire Employment Skills Supplementary Planning Document (SPD) (September 2017) requires an applicant to submit an Employment Skills Statement in association with certain types of development. The SPD has been driven by the authorities' aspiration to see additional benefits (known as social value) incorporated into their housing and other development opportunities. The SPD provides planning guidance in relation to the preparation of the Employment Skills Statements which supports the implementation of Core Strategy Policy 15: Skills and Economic Inclusion. If a development exceeds the thresholds the Council will adopt a flexible and a pragmatic approach, if, for example, the company developing already has an appropriate training regime in place. In such circumstances, supporting information to demonstrate the company's existing regime will need to be submitted.

55. The applicant has submitted a social value report that formed part of the bid process for the delivery of the proposed scheme and a separate supporting response to the Council's request for an Employment Skills Statement. Together, these documents demonstrate the social and economic benefits of the proposal and the key points are summarised below (relating to the construction of the project):

- employment, training and supervision of apprentices and work experience placements would be part of every main sub-contractors' scope of services
- all job opportunities would go through local agencies in the first instance, to target local residents

- Eight employability focussed placements would be offered which are essentially work trials for those who need the opportunity to showcase or build skills for future employment opportunity
- All new jobs and apprenticeships would be underpinned by training, focussing on training locally wherever possible, using local college or training providers (e.g. Runshaw College) for provision of NVQs
- Ten work experience placements offered to local people under the age of 24, focused on building young peoples' knowledge on careers and how to succeed in the workplace
- Would engage with local schools throughout the project which would include visits to schools, poster competitions, site visits for the children and any other initiatives to promote the built environment and stimulate young peoples' minds about construction and the environment
- 75% local labour, through utilisation of the existing local businesses on list and the growth of local supplier lists through meet the buyer events
- 50 hours of community support, 20 career workshops, 10 hours of social prescribing support, approx. £250k spend with LifeScape and 6 upskilling sessions
- Social value generated for Chorley calculated using National Social Value Themes, Outcomes and Measures (TOMs) will be £4,797,219.12.

Community Infrastructure Levy

56. 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

57. The proposal involves an appropriate form of development within a sustainable location and would provide much needed housing which would benefit the Borough as a whole. No unacceptable impacts have been identified that would outweigh the benefits of the proposal. As such the application is recommended for approval, subject to conditions and a S106 agreement to secure a £6,000 contribution be paid to Lancashire County Council for monitoring the Travel Plan for the site.

RELEVANT HISTORY OF THE SITE

Ref: 20/00824/DEMCON **Decision:** PERDEM **Decision Date:** 11 September 2020
Description: Application for prior determination for the proposed demolition of buildings associated with the former Stagecoach depot

Ref: 89/00010/FUL **Decision:** PERFPP **Decision Date:** 24 February 1989
Description: Widening of access gate

Ref: 79/00416/FUL **Decision:** PERFPP **Decision Date:** 21 May 1979
Description: Upgrading existing omnibus depot

Ref: 75/00494/FUL **Decision:** PERFPP **Decision Date:** 24 September 1975
Description: Demolishing cottages Nos. 51, 53, 55 and 57 Eaves Lane and use of land as temporary bus park

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

Suggested conditions

To follow.