

APPLICATION REPORT – 20/01134/FULMAJ

Validation Date: 23 October 2020

Ward: Chorley South East

Type of Application: Major Full Planning

Proposal: Change of use from former 'printworks' to 30no. residential apartments, including partial demolition and extension (resubmission of 19/00090/FULMAJ)

Location: Haslem Printers Ltd Standish Street Chorley PR7 3AJ

Case Officer: Mr Iain Crossland

Applicant: Mr Michael Almond

Agent: Mr Chris Weetman

Consultation expiry: 26 November 2020

Decision due by: 5 February 2021 (Extension of time agreed)

RECOMMENDATION

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

SITE DESCRIPTION

2. The application site comprises the vacant Standish Street Mill building, and associated space around it. The site is positioned on the north side of Standish Street and is located in a largely commercial area of Chorley just to the south of the town centre. The subject property has a frontage onto Standish Street approximately half way up the street and is a characterful building that is prominent within the locality by virtue of its scale and age. Standish Street Mill is a 5-storey former textile mill of conventional construction, in that walls are faced in brick relieved by stone heads and sills under a pitched roof overlaid with profile steel sheets, and understood to date back to the early part of the 20th Century. More contemporary additions have been made to the building over time, whilst the mill has been vacant for a period of time, with little investment in its physical appearance. As such the building and wider site now appears rather neglected.
3. It is noted that the wider site ownership comprises Vyking Mill, which is a single storey premises of conventional construction with walls faced in brick, partly relieved by rendering with most of the roof covered with slate. This part of the site has been subject to applications for redevelopment and there are now extant planning permissions for modern commercial units.
4. The physical character of the wider area is mixed with both traditional buildings and more contemporary ones in a range of uses, whilst there are dwellings of traditional terraces to the south.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission for the change of use from a former 'printworks' to 30no. residential apartments, including some partial demolition and extension. Low level

elements of the building to the east side and at the rear would be demolished, whilst a modest single storey extension would be added to the rear in place of an existing single storey element, and a two storey infill extension would be added to the west side rear of the building.

6. It is noted that there is an extant planning permission for the change of use from former 'printworks' to 48no. residential apartments, including the partial demolition and rebuilding of mill. This involved the demolition of both 'wings' of the building, the erection of three (including the roof) new floors on the west side and a new block on the east side of the main chimney stack, and the re-use of the rest of the original building.

REPRESENTATIONS

7. One letter in support of the proposed development has been received.

CONSULTATIONS

8. Council's Regulatory Services - Environmental Health: Have no objection.
9. Lancashire County Council (Education): Have requested a contribution to school places.
10. Lancashire County Council Archaeology Service: Have no objection subject to condition.
11. Council's Waste & Contaminated Land Officer: Have no objection subject to conditions.
12. Lancashire County Council Highway Services: Have no objection subject to conditions.
13. Lead Local Flood Authority: No comments have been received.
14. United Utilities: Have no objection.

PLANNING CONSIDERATIONS

Principle of development

15. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.
16. The application site is located in the core settlement area of Chorley. The Core Strategy Policy 1 is concerned with locating growth and identifies Chorley Town as a Key Service Centre under criterion (b), where growth and investment should be concentrated.
17. The site is located within the core settlement area, under policy V2 of the Chorley Local Plan 2012 - 2026. Within the settlement boundary there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and other policies and proposals.
18. The application site was most recently used as a commercial printers, which falls to be considered as an employment use. The site is, therefore, defined as an employment site and must be assessed against Policy 10 of the Core Strategy. This sets out that all existing employment premises and sites last used for employment will be protected for employment use. There will be a presumption that "Best Urban" and "Good Urban" sites will be retained for B use class employment use. This policy covers and protects B1, B2 and B8 employment uses. Proposals on all employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under criteria (a) to (f).
19. Policy 10 also states that proposals for residential use on employment sites/premises will need to accommodate criteria (a) to (f) and will also be subject to criteria (g) and (h).

20. The Controlling Re-use of Employment Premises Supplementary Planning Document (SPD) is relevant to this application and develops upon Policy 10 of the Core Strategy. The SPD emphasises the Council's starting point that employment sites should be retained unless an applicant wishing to change the use can demonstrate that the criteria set out in Policy 10 have been satisfied. Additional information is provided on each of the criteria (a) – (h), as well as a flow chart of the approach to be taken. Of particular relevance to this application is the information on what an applicant should provide to satisfy criterion (g) and (h).
21. The acceptability of the principle of development is, therefore, dependent upon an assessment of policy 10 criteria a) to h). In this instance there is an extant planning permission in place for the conversion of the mill building to residential development comprising 48no. apartments. This provides a fall back position and is a material consideration. It is also noted that an assessment in relation to policy 10 was carried out as part of the determination of this previous application and the proposal was considered to be in compliance with the development plan. It is, therefore, considered that the acceptability of the principle of development has been established and, therefore, the proposed development is acceptable in principle.

Impact on a heritage asset

22. Standish Street Mill, the subject of this planning application, and planning permission 19/00090/FULMAJ, and the surviving remnant of Brunswick Mill (latterly known as Viking Mill), the subject of previous planning permissions are both former cotton mills that currently carry no designation, neither local nor national. For Brunswick Mill this is no great surprise as so little of the original mill building survives. Standish Street Mill is, however, substantially complete, apart from a somewhat truncated chimney.
23. Standish Street Mill was examined as part of the Lancashire Textile Mills survey commissioned by English Heritage (now Historic England) and undertaken by Oxford Archaeology North between 2008 – 2015. The survey team concluded that, *'the building forms a well-preserved example of an early 18th Century cotton-spinning mill, representing not only the oldest extant mill in Chorley, but also one of the oldest steam-powered cotton mills in the country'*.
24. The building clearly has some local and possibly national significance and as such is falls to be considered as a heritage asset as defined by Annex 2 to the Framework.
25. Section 16 of the Framework refers to conserving and enhancing the historic environment.
26. The Central Lancashire Core Strategy (2012) (the Core Strategy), policy 16 refers to Heritage Assets. This policy mirrors that given in the Framework and states that it seeks to: *'Protect and seek opportunities to enhance the historic environment, heritage assets and their setting by:*
- a. *Safeguarding heritage assets from inappropriate development that would cause harm to their significances.'*
27. The Chorley Local Plan 2012 – 2026, policy BNE8 refers to the Protection and Enhancement of Heritage Assets. Essentially this policy mirrors the Framework. Paragraph b, states that, *'Applications will be granted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they show consideration for the following: iii, The Conservation and, where appropriate, the enhancement of the setting of heritage assets.'*
28. The proposed conversion of Standish Street Mill would retain the majority of the building and the main body of the building would remain intact with the lower side elements that were previously identified for demolition being retained. The proposed extensions would be modest in scale and positioned to the rear of the building in inconspicuous locations. The extensions themselves would be of an appropriate form reflecting the angles of roof slopes and position of existing structures, whilst they would be faced in render to provide contrast. This represents an honest approach, showing a distinction between the original building and

the new extensions, and overall provides a more sympathetic approach to the conversion of building than does the extant permission. Careful consideration must be given to the use of materials in constructing the extended parts of the building. Therefore, subject to the provision of appropriate materials and details, which it is recommended are secured by condition, the proposed extensions and alterations are considered to be acceptable.

29. It is noted that there is a structure attached to the rear elevation of the building, constructed in stone, that is a privy tower. This is a later addition to the building and is of historical interest as part of the history of the development of the building. It would be retained as part of the development, which is welcomed.
30. The current proposal retains more of the historic mill than the scheme which was previously approved, including the former beam-engine house and is thus an improvement from a heritage perspective, although there would still be some losses and alterations to the historic fabric. Given that evidence relating to its origin and development would be removed or obscured as part of the development, it is recommended that a condition be attached to any grant of planning permission requiring that a formal building record be made of the structure prior to the conversion works going ahead.
31. Overall, the principle of retention, conversion and re-use of the building, in terms of the impact on the historic environment is considered to be acceptable and in accordance with the aims of The Framework, policy 16 of the Core Strategy and policy BNE8 of the Chorley Local Plan and would result in a positive outcome for the building subject to details to be secured by condition

Design and impact on the character of the area

32. The site is prominent in Standish Street and the application building is visible from a number of vistas beyond at Bolton Street, George Street and the town centre bypass. The retention of the main mill building fronting Standish Street is a positive outcome of the proposed development as the building is an imposing feature in the locality and contributes positively to the character of the area.
33. The proposed development would retain much of the original building, with the main body of the building converted. The proposed extensions are small scale in the context of the building and are located in discreet positions to the rear of the building. As a result, the character of the building would be retained, and its preservation and re-use would be a positive outcome in relation to the character of the locality.
34. The west side of the building has features of character and a form that contributes positively to the appearance of the building and character of the area tapering the scale of the mill building on approach from Bolton Street. This element of the building is also a visibly prominent feature on entering Standish Street and, therefore, its retention is valued. It is noteworthy that the new window openings would mirror those of the existing building, however, it is important that all new and replacement glazing fixtures are finished to an appropriate standard in order to achieve an authentic appearance and quality. It is recommended that this level of detail should be secured by condition. Similarly details of materials used for the roof coverings should also be required by condition and would be expected to be of a suitable quality reflecting the character of the building.
35. Overall, the retention, conversion and extension of Standish Street Mill as proposed would result in a positive improvement to the appearance of the site and the locality more generally. The scheme, therefore, has the potential to provide an uplift in the quality of the physical environment of the area.

Impact on residential amenity

36. The nearest dwellings to the application site are located on Burlington Street approximately 40m to the south of the site. These dwellings are separated from the site to such an extent that there would be no impact on the occupiers of these dwellings from the proposed development.

37. In relation to the impact on the amenity of any future occupiers of the proposed development the level of accommodation that would be provided is considered to be adequate as the floor area of each apartment exceeds the minimum national standards and the living areas and bedrooms would all have windows providing natural light. It is noted that the scheme provides a better quality of accommodation than that which was previously approved with an increase in floor area through the reduction in the number of apartments.
38. There are a variety of commercial uses surrounding the site and buildings in employment use already approved on the wider site itself. It is considered, however, that the commercial uses that are present are not those that typically generate noise disturbance and smells.
39. In addition to this, the applicant has submitted a detailed environmental noise survey, which has been undertaken in order to establish the prevailing noise climate at the development site. The acoustic requirements of the local planning authority and current industry guidelines have been reviewed and used to inform an assessment of road traffic and existing commercial noise sources affecting the proposed residential properties.
40. The assessment indicates that acceptable internal noise levels should be achievable, which is accepted by the council's environmental health officer subject to the recommendation of the report being followed. It is, therefore, recommended that a condition be attached to any grant of planning permission to secure the implementation of measures set out in the noise report.
41. On the basis of the available information it is considered that the proposed development would have no harmful impact on any existing residents or future residents of the proposed scheme.

Highway safety

42. The site is located on the north side of Standish Street in Chorley within the commercial/industrial triangle of George Street to the north, Lyons Lane South to the east, and Bolton Street to the west. It is surrounded predominantly by car dealerships and auto repair shops as shown on the submitted Location Plan, 18046-051 (Jan 2019). The site has an existing mill building and other industrial buildings with off-street parking and two accesses to Standish Street that are internally inter-linked. The existing use of the site is stated as printworks.
43. Standish Street is not a through road and vehicular access is only from Bolton Street, but pedestrians and cyclists access the site from both Bolton Street and Lyons Lane South. The site has two accesses to Standish Street, which the applicant proposes to improve to widths of 6.0m with 3.0m corner radii as part of the proposed developments. The site is not within or near a designated Air Quality Management Area.
44. Standish Street is a 230m long cul-de-sac with vehicle access from Bolton Street to the west. To the east, Lyons Lane South is closed to motor vehicles, but with access for pedestrians/cyclists. Standish Street has no turning facility and motorists often utilise private frontage spaces to undertake turning manoeuvres. It is an adopted highway with average carriageway width of approximately 6.0m with footways on both sides. It is subject to 30mph speed limit with 'No waiting at Anytime' restrictions on both sides of its junction with Bolton Street for 40m. From the end of the 40m, the waiting restriction extends only on the south side of the street for the rest of its length. The north side, which has no waiting restrictions is always fully parked with cars thought to belong to customers and workers in the area.
45. Visibility at Bolton Street/Standish Street is good and there are two signal controlled crossings just to the north of the junction to assist pedestrians/cyclists to safely cross the road to the local ASDA Superstore and other amenities and local services.
46. The site is in Chorley Town Centre with lit walkable streets and good quality footways of varying widths. Footways in the area are generally in excess of the recommended minimum width of 2.0m, but the footways on Standish Street are less than the 2.0m width with very few dropped crossings and tactile pavings. There are defined on-road cycle routes within

walking distance of the site to the north and south including the National Cycle Route 55 accessible via the A6. The footways on both sides of Bolton Street are shared pedestrian/cyclist routes.

47. There are 8no. bus stops within 400m walking distance from the centre of the site on Lyons Lane South, Bolton Street, George Street and Pall Mall.
48. LCC's injury accident database has been checked and it shows that there are no recorded injury accidents on Standish Street in the last 5 years, but two accidents resulting in slight casualties occurred in both directions close to Bolton Street/Standish Street.
49. The current application would lead to the wider site being divided into two parts following the proposed developments. The part subject to this application is edged red on the location plan quoted above. This part has an existing mill building which it is proposed to convert to 30no. residential apartments (9no. 1-bedroom and 21no. 2-bedrooms). The proposal is shown on submitted site plan and includes the provision of 29no. off-street parking spaces.

Site access:

50. As indicated above, Standish Street is not a through road and vehicular access is only from Bolton Street, but pedestrians and cyclists access the site from both Bolton Street and Lyons Lane South. The existing site as a whole has two accesses to Standish Street which are internally inter-connected, but as part of the proposed developments, the sites would be severed with individual accesses. The existing accesses are proposed to be improved to 6.0m widths with 3.0m corner radii. Whilst the 6.0m widths are acceptable, LCC highways considers that the proposed 3.0m radii should be increased to 6.0m to allow drivers to more smoothly access and egress the sites. LCC highways also consider that the radius on the bend of the site access road of the current site should also be increased to 6.0m to ease manoeuvring of vehicles and swept path analysis should be provided to ensure vehicles do not overrun the footway.
51. It must be considered, however, that the site is currently in an industrial use and has been accessed by large vehicles without incident. It is also noted that vehicle speeds along Standish Street are low, given that it is not a through route and that larger vehicles are unlikely to require access to the site on any regular basis. It is, therefore, considered that the increase in radii is not necessarily essential in this instance.
52. Dropped kerbs and tactile pavings should be provided on both sides of the proposed site access for both sites to guide and alert the blind and partially sighted pedestrians of the presence of the vehicle accesses and to facilitate access for wheel/push chair users. For the same reason, dropped kerbs and tactile pavings should be provided at all vehicle entrances on Standish Street. Works involving alterations to the footway at the site accesses and the installation of the dropped kerbs and tactile pavings on the entire Standish Street are to be undertaken through s278 agreement.

Internal layout / parking:

53. The proposed layout shows that from the entrance, the 6.0m width would be maintained for the entire length of the site access road with 29no. off-street parking spaces, including 3no. disabled spaces. The proposed 29no. spaces, is short of the required local authority standard provision of 51no. spaces based on the proposed number of bedrooms and standards set out in the local plan. It is recognised that the location of the site is sustainable and well served by public transport, therefore, although the proposed level of off-parking seems low and would possibly increase demand for parking on Standish Street, the parking provision is acceptable in this instance given the highly sustainable location. The proposed off-street parking spaces should however remain unallocated to maximise use.
54. The proposed site plan shows a bin store area and a secure and covered storage area for cycles. Full details of the provision are not included at this stage and therefore it is recommended that details are required by condition.

Pedestrians / cyclists

55. The site is in a Town Centre location with good quality footways and walking routes to basic local services within the acceptable 800m walking distance and there are controlled pedestrian/cyclist crossing facilities near Bolton Street/Standish Street and the area in general to facilitate safe crossing of the roads; and although the footways on Standish Street are less than the recommended minimum standard width of 2.0m, it is accepted there is limited scope within the available highway for the widths to be improved. It is considered high quality and attractive routes exist in the area to encourage walking and for improved accessibility of the site.
56. Cycle routes including the National Cycle Route 55 are within acceptable walking distance of the site to the north and south and as indicated above, there are a number of controlled facilities in the area to ensure safe crossing of the road by cyclists. With the available high quality cycling networks to be supported by the applicant's proposed on-site cycle storage provision, it is considered there are opportunities for maximising cycling to support sustainable transport solutions in the area.
57. The closure of the east end of Standish Street enables pedestrians and cyclists to use Standish Street as a through 'short cut' between Bolton Street and Lyons Lane South with minimal threat from vehicular traffic.

Public transport.

58. Two bus stops are each located within the preferred maximum walking distance of 400m from the centre of the site on Lyons Lane South, Bolton Street, George Street and Pall Mall.
59. Lyons Lane South (services: 8A, 125, 707, 780, 791 and 794): The bus stops are between Lyons Lane South/Standish Street and Lyons Lane South/Bolton Street. However, only services 8A and 125 are public services. The rest are school services. Service 125 operates at 15 minute frequencies day and night from Mondays-Saturdays and half hourly day and night on Sundays and Bank Holidays. Service 8A however only provides an hour-and-a-half service half a day Mondays-Saturdays.
60. Bolton Street (services: 8A and 785): At the bus stops to the south of Bolton Street/Standish Street, service 8A is a public service and provides an hour-and-a-half service half a day Mondays-Saturdays. Service 785 is a school service.
61. George Street (services: 8A, 125, 362, 772, 797): These stops are located to the east of Bolton Street/George Street. The public services are 8A and 362. Service 8A provides an hour-and-a-half service, half a day Mondays-Saturdays while service 362 provides services at 15 minute frequencies day and night from Mondays-Saturdays and half hourly day and night on Sundays and Bank Holidays. The rest are school services.
62. Pall Mall (services: 125, 125C, 362, 772, 785, 797): Service 362 is the only public service provided at the bus stops to the south of Pall Mall/Bolton Street. The service is operated at 15 minute frequencies day and night from Mondays-Saturdays and half hourly day and night on Sundays and Bank Holidays. The rest are school services.
63. The above shows that the site is well served by public transport with acceptable service frequencies. The bus stops are well within the preferred maximum walking distance of the site served by good quality footways with recent physical improvements to disability friendly standards except the two stops on Lyons Lane South (in both directions of Goring Street) which would be required to be improved by the applicant through s278 agreement for improved sustainability of the site.

Mitigation measures:

64. To help address the transport issues that have arisen in relation to the proposed development, it is considered improvements should be carried out to the two existing bus stops on Lyons Lane South near Lyons Lane South/Goring Street. The improvements should be disability compliant with the provision of raised boarding platforms and kerbs, new

bus stop bays and associated carriageway and worded markings, clearways and all necessary signage and a new shelter for the bus stop on the northbound lane.

65. Where developments are proposed, the Framework requires appropriate opportunities to promote sustainable transport modes to be taken up, giving priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport and with appropriate facilities that encourage public transport use. The Framework also stresses the need for proposed developments to also address the needs of people with disabilities and reduced mobility in relation to all modes of transport. As indicated earlier, these two bus stops are within 400m walking distance of the site, but do not comply with the regulations regarding use by the disabled. Hence the need for the improvements.
66. As indicated above, dropped kerbs and tactile pavings are to be installed at all vehicle entrances on Standish Street for its entire length. Apart from being directly related to the proposed development, the mitigation measures are considered fairly and reasonably related in scale and kind to the development and are necessary to make the development acceptable. It is, therefore, important the measures are delivered.
67. Improvements to the bus stops, provision of dropped kerbs and tactile pavings on Standish Lane and alterations to the site accesses are constitute works within the highway and as such would be undertaken through s278 agreement with all costs borne by the applicant.

Construction traffic management plan

68. The proposed development is likely to have an effect on the local highway network during construction phase. Therefore, prior to any works commencing on site, the applicant should submit a construction traffic management plan. The Plan should contain information on the number of vehicle trips, hours of operation and suitable means of mitigation of negative impacts. The Plan should also provide details to better manage all types of HGV movements to and from the site and should identify where safe and legal loading can take place and should provide details of how deliveries are to be proactively managed to reduce the number of vehicle movements to and from the sites.
69. LCC as Highway Authority is responsible for providing a safe and reliable highway network and with this in mind will seek to secure appropriate levels of mitigation where development impacts upon highway safety and the reliability of the highway network.
70. As indicated in the response, the site is located on a congested street due to parking with no turning facilities, but there would be negative impacts on the local highway network during construction phase. It is, therefore, critical that the construction process is controlled to prevent the exacerbation of any unacceptable traffic conditions and to avoid traffic congestion and related problems such as air pollution, noise and dust to the detriment of environmental and sustainability benefits of residents and businesses in the area.
71. LCC Highways raises no objection to the approval of the proposed development subject to conditions and an advice note.

Affordable housing

72. Policy 7 of the Core Strategy requires 30% affordable housing to be provided on sites of 15 or more dwellings, or 0.5 hectares in size (which this is), in urban areas such as this. No on-site provision has been identified by the applicant.
73. However, some critical viability issues affecting the deliverability of the development have been identified. A viability assessment has been submitted by the applicant demonstrating that no contributions to planning obligations are possible as making the full contribution would result in the profit margin to the developer being limited to the point where the possibility of obtaining development finance would be severely restricted. As a result there would be no incentive to deliver the scheme. The viability case has been previously considered by the Council's viability consultant, which led to some of the assumptions being challenged by the Council. The applicant provided further information leading to further

discussions with the Council's viability consultant. After further investigation it was accepted that the proposed development would not be capable of supporting the necessary planning obligations required by local policies.

74. It is noted that the proposal has been resubmitted in the current form in response to the continued issues of viability with the scheme through working with an historic building to secure its retention. To seek any contributions would start to impact on the quality of the proposed conversion scheme. As the application building is a heritage asset, and the conversion scheme would secure its future, it is imperative that the integrity and quality of the scheme is not compromised though redirecting funds away from the physical works to the building itself. The current proposal also represents a better outcome in relation to the significance of the heritage asset and the character of the area than the previous planning permission.
75. It is, therefore, recommended that the viability case is accepted and that no further contributions can be supported. The development is, therefore, considered acceptable without the full contribution necessary under the circumstances, when balanced against the benefits of proposed development on the site in question.

Public open space

76. Policy HS4 of the Chorley Local 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. The proposed development would generate a requirement for the provision of public open space in line with policies HS4a and HS4b of the Chorley Local Plan 2012 – 2026 and the Open Space and Playing Pitch SPD.
77. As set out above the applicant has demonstrated that the viability of the development is marginal and that planning obligations cannot be supported in this instance. It is considered that the harm generated by the under provision of public open space would be outweighed by the benefits of the proposed development and the rejuvenation of a heritage asset in this instance.

Education

78. Lancashire County Council (LCC) as Education Authority seeks to draw the Council's attention to impacts associated with the above development and propose mitigation for these impacts through a developer contribution. Based upon the latest assessment, taking into account all approved applications, LCC are seeking a contribution for 1 secondary school place. However, LCC will not be seeking a contribution for primary school places.
79. Chorley Council is a CIL charging authority and contributions towards education provision from new housing developments are covered by CIL. Apartments, however, are charged at £0 per square and therefore no contribution towards education provision could be generated through CIL. The request for a contribution from LCC Education is noted, however, the applicant has demonstrated that the viability of the development is marginal and that planning obligations cannot be supported in this instance. It is considered that the harm generated by the under provision of one secondary school place would be outweighed by the benefits of the proposed development and the rejuvenation of a heritage asset.

Employment and skills

80. The Central Lancashire Employment Skills Supplementary Planning Document (SPD) was adopted in September 2017. The SPD introduces Employment Skills Statements and provides clarity as to how this requirement relates to the relevant policies set out in the Core Strategy and Local Plan as well as the guidance set out in the Framework. The SPD goes on to state that one of Central Lancashire's priorities is to encourage economic growth within Central Lancashire that benefits the people and businesses in the three boroughs. The SPD seeks to;
- increase employment opportunities by helping local businesses to improve, grow and take on more staff help businesses to find suitable staff and suppliers, especially local ones

- improve the skills of local people to enable them to take advantage of the resulting employment opportunities
- help businesses already located in Central Lancashire to grow and attract new businesses into the area

81. The SPD requires development over certain thresholds to be accompanied by an Employment and Skills Statement to ensure the right skills and employment opportunities are provided at the right time. This is to the benefit of both the developer and local population and covers the following areas:

- Creation of apprenticeships/new entrants/graduates/traineeships
- Recruitment through Job Hub and Jobcentre plus and other local employment vehicles.
- Work trials and interview guarantees
- Vocational training (NVQ)
- Work experience (14-16 years, 16-19 years and 19+ years) (5 working days minimum)
- Links with schools, colleges and university
- Use of local suppliers
- Supervisor Training
- Management and Leadership Training
- In house training schemes
- Construction Skills Certification Scheme (CSCS) Cards
- Support with transport, childcare and work equipment
- Community based projects

82. A condition is recommended requiring an employment and skills plan to be provided.

Community Infrastructure Levy (CIL)

83. 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. This development is subject to the CIL Charge for Apartments as listed in Chorley Councils CIL Charging Schedule, which is currently £0 per square metre.

CONCLUSION

84. The proposed development is considered to be acceptable in principle. There would be no unacceptable detrimental impact on the character of the area or the amenity of future or neighbouring occupiers. In addition, it is considered that the impact on the building as a non-designated heritage asset is acceptable. In addition to this it is considered that there is adequate parking given the sustainability of the location. On the basis of the above assessment it is recommended that planning permission be granted subject to conditions.

RELEVANT HISTORY OF THE SITE

Ref: 19/00090/FULMAJ **Decision:** PERFPP **Decision Date:** 31 October 2019
Description: Change of use from former 'printworks' to 48 residential apartments, including partial demolition and rebuilding of mill

Ref: 19/00091/FULMAJ **Decision:** PERFPP **Decision Date:** 22 May 2019
Description: Demolition of existing building and erection of new commercial buildings

Ref: 19/00317/NOT **Decision:** PERTEL **Decision Date:** 14 May 2019
Description: Notice of intention to install 3 no. antennas on roof

Ref: 20/00444/FUL **Decision:** PERFPP **Decision Date:** 14 July 2020
Description: Demolition of existing building and erection of new commercial buildings (resubmission of 19/00091/FULMAJ)

Ref: 20/01040/DIS **Decision:** PEDISZ **Decision Date:** 13 November 2020
Description: Application to discharge conditions nos. 10 (construction management plan) and 14 (archaeology statement) attached to planning permission 20/00444/FUL (Demolition of existing building and erection of new commercial buildings (resubmission of 19/00091/FULMAJ))

Ref: 20/01117/FUL **Decision:** PERFPP **Decision Date:** 22 December 2020
Description: Erection of building comprising 6no. industrial units following demolition of existing buildings.

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