

Fleet Street/Gillibrand Street

Masterplan

Version 3 – 21 March 2014

April 2014

Chorley
Council



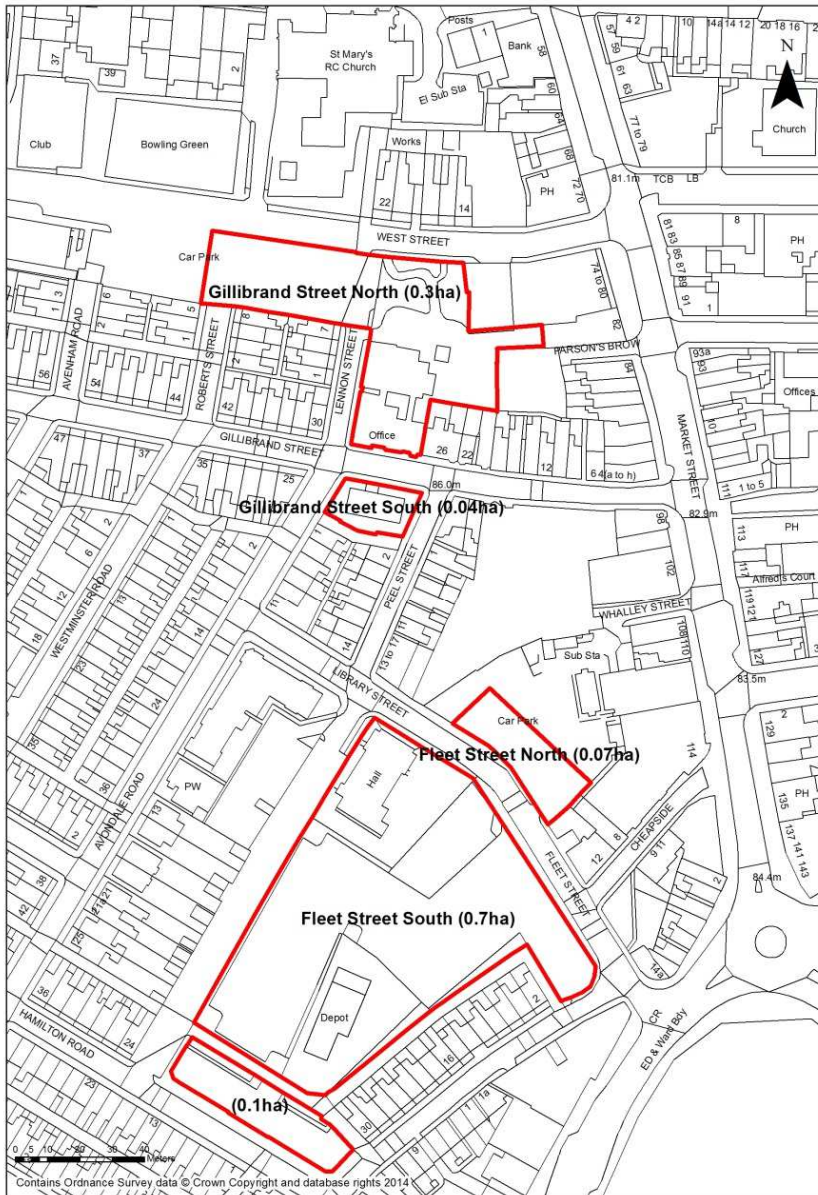
Chorley Town Centre Masterplan

The Chorley Town Centre Masterplan highlighted an opportunity through a phased project to introduce a medium density residential community at Gillibrand Street and Fleet Street.

These areas have the potential to be comprehensively developed to introduce a new medium density residential community connected into the Town Centre. The overall design of the housing will create a step change in the quality of residential development and contribute to a new, highly sustainable neighbourhood character area. Introducing new residential development into these areas will; help to increase the town centre population, complement the established neighbouring uses and existing planning consents in the area, deliver affordable housing to meet the needs of Chorley, and provide a boost to existing and new uses along Market Street.

The Town Centre Masterplan project included engagement with the Homes and Communities Agency and potential development partners and demonstrated the opportunity to make best use of these sites and fulfil the Council's priority around high quality affordable and suitable housing, and, through a phased improvement of the area, expand the sustainable residential community.

The high level appraisals of indicative schemes undertaken as part of this project indicated that residential development was capable of producing a viable scheme which could be implementable in the short and medium term. The appraisal results provide for positive residuals, before any third party land acquisition. Comprehensive development will need the involvement of a number of third parties to deliver the schemes.



Fleet Street/Gillibrand Street Masterplan

Four sites are the subject of this Masterplan

Gillibrand Street North - 0.3ha
Gillibrand Street South - 0.04 ha
Fleet Street North - 0.07 ha
Fleet Street South - 0.7ha

Generally these sites contain a fractured urban grain in that many of the original tight terraced blocks, as seen on the historic map, have been removed and replaced with surface car parks.



Fleet Street North and South, currently largely being used as surface level carparking, will form the first phase of development with the others anticipated to come forward in the medium term.

Market Street

Market Street is a key street in Chorley town centre and there are a number of public realm improvements to transform it into a more vibrant shopping area. It has recently been re-opened and enhanced to the north in order to improve its vitality and provide short stay car parking for shoppers. Other planned improvements include; re-surfacing the street with better quality materials, street trees, and street furniture. It is intended to restrict vehicular speeds and create a high level of pedestrian permeability. There will be a narrowing of the carriageway, the creation of surface shared spaces at key junctions and widened pavements to improve the pedestrian environment, and generate activity and life on Market Street. The Market street/Pall Mall/Bolton Street junction will also be remodelled. The development of the food retail store to the south of these sites will form a major pedestrian draw to the south of the town along Market Street, as well as a parking destination. It will also encourage people to walk into the town, northwards along Market Street.

The Opportunities

- Improve and enhance the choice of residential accommodation within Chorley Town Centre.
- Re-locate St John's Ambulance Centre and HSS Hire to more appropriate town centre locations.
- Re-develop under-utilised surface car parks for residential use.
- Introduce buildings (townhouses and apartments) to define the public realm
- Reinstate a lost urban grain and in so doing make reference to the historical layout of the area contributing to an enhanced sense of place.
- Create residential amenity space and high quality public realm to mirror the improvements being made to Market Street, reinforcing the sense of place and character of the area.

The Constraints

- Adjacent residential and the need to protect their amenity (separation distances etc)
- Adjacent retail units and their servicing requirements
- Land levels – this is a challenging site in terms of the quite significant change of levels
- Trees – there are a number of trees on Fleet Street South that should be considered as part of any redevelopment
- It will be necessary to relocate the Runshaw College car parking.
- There are a number of existing users – optimum development will depend on the satisfactory relocation of these
- There is the potential for contaminated land

DESIGN PRINCIPLES

This masterplan has been produced from an understanding of the site, Chorley town centre, and how any proposed layout and design can best respond to the context.

Development proposals should take a comprehensive view and provide for redevelopment of all sites.

The development should reflect the scale and massing of surrounding buildings, including their variety and verticality. In the interests of high quality design, the building line may be regarded as flexible.

There should be active frontages at ground floor level in order to promote passive surveillance of the public realm and therein contribute to the appearance of the streetscene and safety and security.

Great care should be taken to safeguard or enhance the residential amenities of those living in dwellings around the sites. Subject to other residential amenity considerations, new development backing onto the rear existing residential development and making their rear accesses more secure would be welcomed.

The sites are in a key position within Chorley town centre and it is important to secure high quality sustainable dwelling designs and a high quality public realm that reflects the improvements planned for Market Street.



It is envisaged that **contemporary** terraced housing and apartments will be built thereby reinforcing the existing structure of the surrounding urban streets. This will reinstate the 'lost' urban grain and enhance the streetscene by enclosing and better defining the streets and spaces. They will offer the option of modern living in Chorley Town Centre.



In terms of materials, new development should respond to the surrounding development which tends to be red-brick with some stone clad terraces and stone weavers cottages. There is the occasional brown brick building such as the doctors surgery on Library Street/Avondale Road. The terraced housing displays a strong verticality and detailing to windows and doors which creates visual interest. This should be incorporated into the design of new development. Innovative and original building designs and materials could have a positive effect on the townscape provided it is demonstrated how they fit in with the character of the surrounding area.



The new development provides an opportunity to respect this scale and massing whilst introducing a contemporary interpretation of the Victorian terrace. Fleet Street North, given its distance from adjacent residential units and the change in land levels, has the potential to rise to 3 or 4 storeys and provide a landmark building.

Affordable Housing

In accordance with Core Strategy Policy 7: Affordable and Special Needs Housing – 30% of the dwellings will be affordable. This will be split by tenure – 70% Social Rent and 30% Intermediate i.e. affordable sales – options for which are Shared Ownership or Gentoo Genie , or possibly a combination of the two.

As regards the Social Rented properties the preference is for 2 bed 4 person houses and for the Intermediate units a mix of 2 and 3-bed houses.

One-bed apartments are envisaged for Fleet Street North which should be a contemporary block that punctuates the streetscene and responds to the architectural principles adopted for the terraced housing/dementia support housing proposed for Fleet Street South.

Further guidance on affordable housing is contained in the Central Lancashire Affordable Housing SPD.

The new housing will be sustainable, built to Code for Sustainable Homes Level 4 (Level 6 from January 2016) in line with Core Strategy Policy 27. It should provide appropriate open space and contributions to playing pitches in accordance with Chorley Local Plan 2012-26 policies HS4A and HS4B.

Further advice on open space is contained in the Central Lancashire Open Space, Sport and Recreation SPD.

The development should be designed to avoid overlooking, loss of light and a reduction in privacy and amenity space, particularly for neighbouring properties. The need for/amount of private garden space will vary depending on the type of housing being constructed. Each dwelling house requires some private garden space and the careful use of walls, fencing, hedges and tree planting to provide screening can create adequate private areas. Chorley Local Plan 2012-26 Policy HS6 – Open Space Requirements in New Housing Developments provides further guidance in this respect.

It should be noted that Chorley Council applies spacing standards to ensure that new residential dwellings are not too close to each other and nearby buildings in terms of amenity and privacy. These can be found in Chorley Borough Council's Design Guidance SPD (adopted July 2004).

LANDSCAPING

Any hard and soft landscaping should be integral to the scheme and compliment the scale and nature of development. It should reflect the scheme being implemented along Market Street in order to link in successfully with this area and contribute to the creation of a sense of place. Particular attention should be paid to the opportunities created by the change in levels across each site and

to the need to safeguard the amenities of local residents.

ACCESS AND HIGHWAY ISSUES

Layouts should accommodate the requirements of the car, but should give priority to the movement needs of pedestrians and cyclists. Fleet Street South in particular offers the potential to incorporate home zone style treatment.

Generally parking should be provided on site at the ratios set out below, in line with Chorley Local Plan 2012-2026 Policy ST4 – Parking Standards.

However, given this sustainable town centre location, the Council may consider reduced residential car parking standards providing the proposed dwellings and apartments are adequately serviced.

The Fleet Street sites are fairly flexible in terms of where an access can be gained as there are currently a number of accesses associated with the surface level car parking uses. There may also be the potential (subject to Lancashire County Council approval) to incorporate the vehicular access serving the rear garages of those properties fronting Avondale Road into any proposed layout.

In relation to the servicing of the retail units and Runshaw college, careful consideration must be given to the impact of any scheme

Class	Broad Land Use	Specific Land Use	Chorley Town Centre	Disabled Parking	Bicycles
C3	Dwelling Houses	1 Bedroom	1 Space	Negotiated on a case by case basis	1 alloc. 1 comm
		2 to 3 Bedrooms	2 Spaces		2 alloc. 1 comm
		4+ Bedrooms	3 Spaces		4 alloc. 2 comm

on highway safety and residential amenity and their servicing requirements.

COMMUNITY SAFETY AND SECURED BY DESIGN

Secured by Design is an initiative to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. The Council supports the initiative and would encourage developers to ensure that their schemes meet the Secured by Design criteria.

Generally streets, alleys and other public spaces should be overlooked to provide a greater feeling of safety and security.

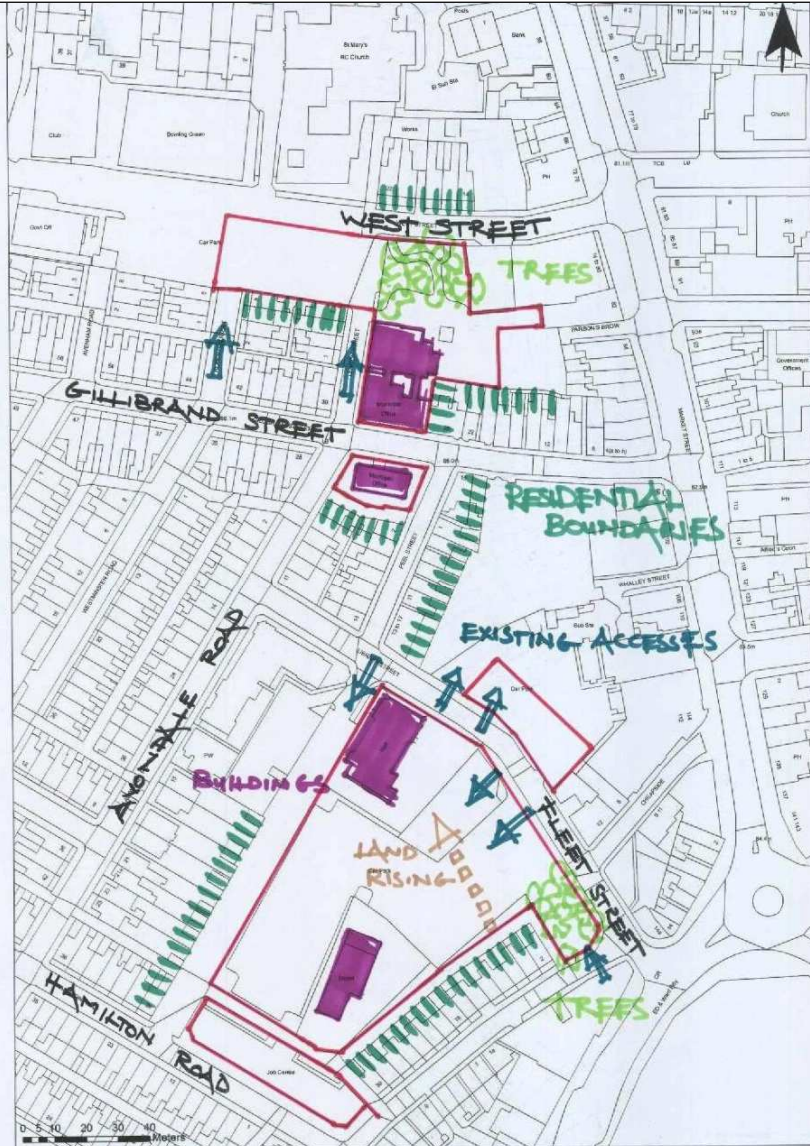
CENTRAL LANCASHIRE DESIGN SUPPLEMENTARY PLANNING DOCUMENT

A Supplementary Planning Document 'Design Guide' has been produced by Central Lancashire authorities and it offers further detailed guidance on design. The aim of the SPD is to encourage high quality design of places, buildings and landscaping in the borough.

SITE OWNERSHIP AND ASSEMBLY

The sites are largely in Council ownership though there are a number of private owners.....(see Appendix ???). If necessary, the Council is prepared to assist with site assembly, subject to securing an appropriate redevelopment.

Sites Analysis



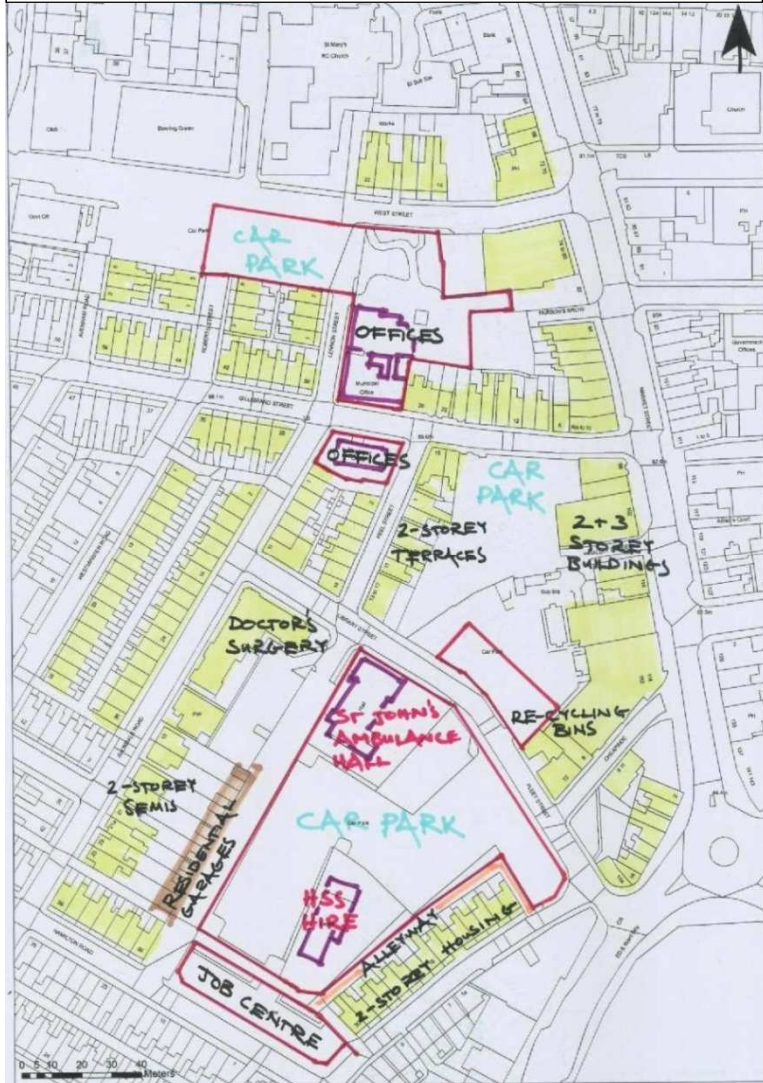
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Sites Analysis – Gillibrand Street

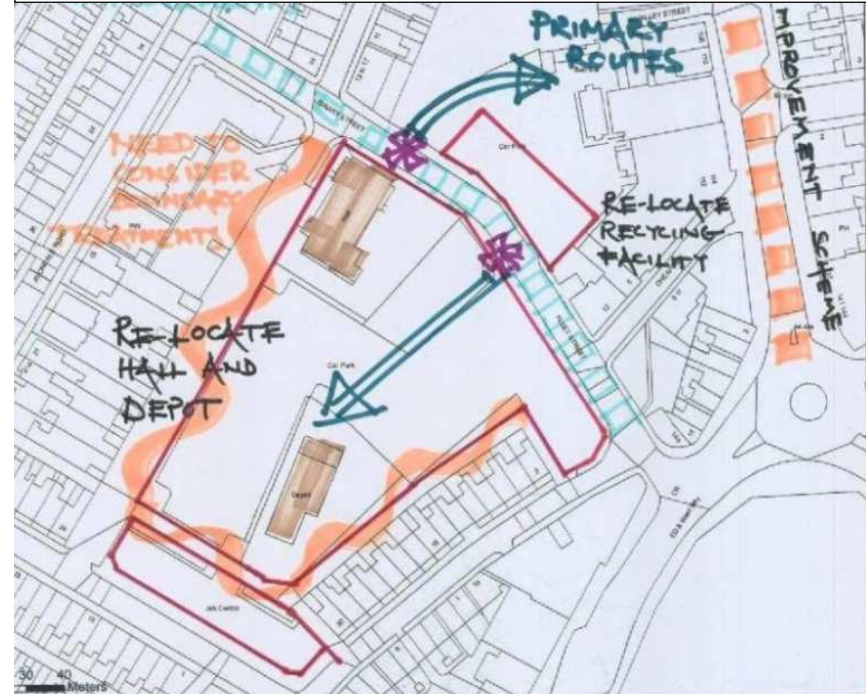


Sites Analysis

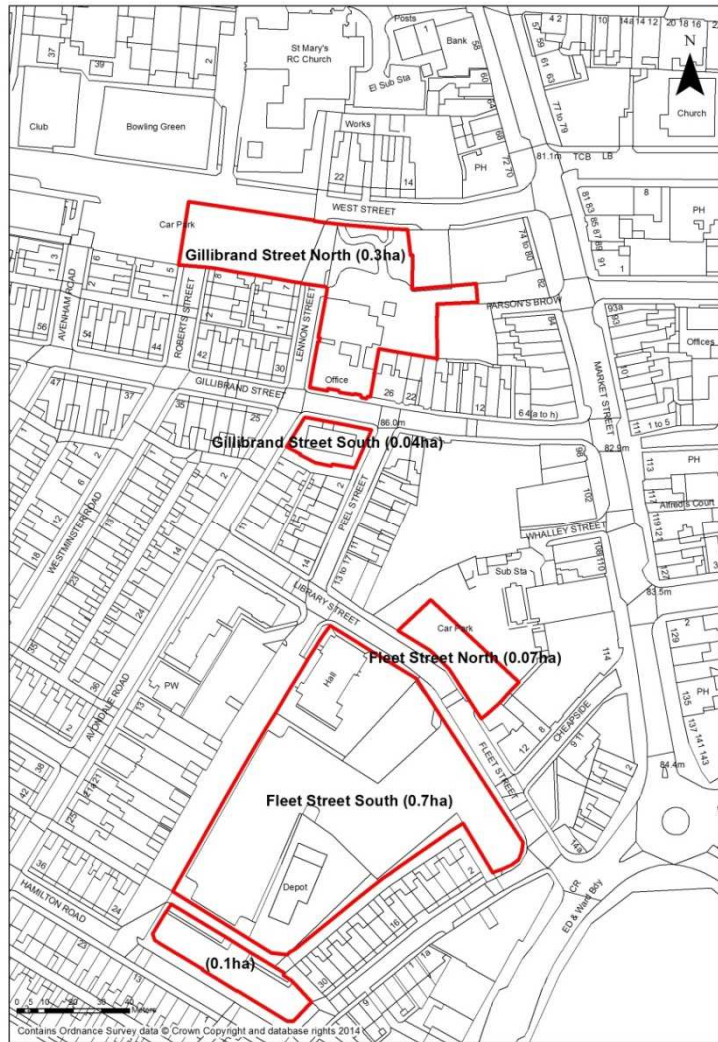


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Sites Analysis – Fleet Street



Development Proposals



The sites provide the opportunity to reinstate a lost urban grain and increase the residential offer in Chorley Town Centre. The options indicate the following:

Gillibrand Street North and South

The age structure of the development at Gillibrand Street is varied and includes, on the north side of the Gillibrand Street/Market street junction a modern, mixed use development, with retail and office units on the ground floor and two floors of residential accommodation above.



Along Gillibrand Street, between the new development and Lennon Street, to the west, is a row of small scale, late 19th century/early 20th century, terraced property, now occupied as modest retail units and office accommodation, and a former hospital building, now used by the probation services.

A row of predominantly residential, terraced late 19th century properties occupy frontages to Gillibrand Street and Peel Street.

To the west, fronting onto Peel Street are 2 storey 19th Century terraces. Two-storey stone faced weavers cottages to the south front onto Cheapside.



Gillibrand Street North Development Proposal

Opportunity for a continuation of the traditional 2-storey terrace in order to deliver @ 10 two or three-bedroomed terraces, or @ 20 one and two-bedroomed apartments. The images overleaf demonstrate how such an approach has successfully been adopted by Urban Splash in Salford's Chimney Pot Park.

In addition, the hospital building could be converted to provide approximately 20? apartments.

Vehicular access would be principally via Lennon Street with an option for some of the units to be served off Roberts Street.



Fleet Street North

There is a distinct change in levels across both the Fleet Street sites, which rise towards the west.

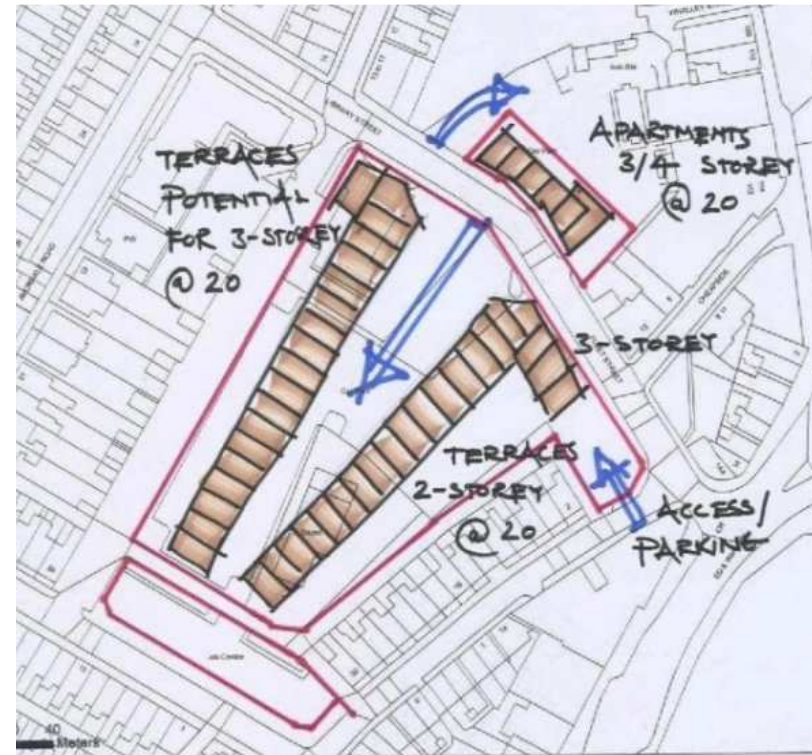
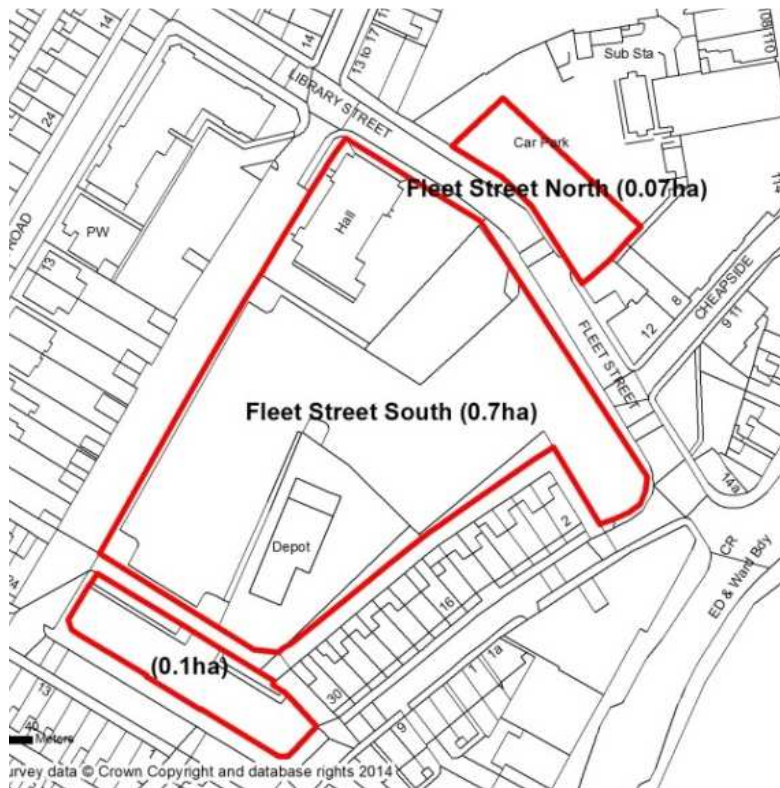
The Fleet Street North site is currently part of a large surface level car park. It also accommodates some recycling containers. The area comprises two distinct elements - a built up frontage to Market Street – a town centre shopping street, and a cleared site, to the rear.

Development along Market Street is typically two and three storey. Frontages are occupied by a mix of retail and service uses, with storage, office or residential use above. Runshaw College Annexe, a tertiary education facility lies to the east of the Fleet Street North site.



Gillibrand Street South Development Proposal

This site is currently used as offices. These have the appearance of 1970s residential properties and could be converted back into residential use to create 2 residential dwellings or 4 apartments. Alternatively, the building could be demolished and redeveloped to provide @4 two and three-bedroomed terraces, or @ 8 one and two-bedroomed apartments.



The Council is currently developing retail units targeted towards the independent sector at the corner of Gillibrand Street/Market Street which is intended to enhance the retail offering and provide quality space into this currently secondary location.

Service access to the units fronting Market Street is currently via Whalley Street, which lies between 102 and 108 Market Street.

Fleet Street North Development Proposal

This site is more removed from existing residential dwellings and as such has the potential to accommodate a much higher residential density. Rising to 4 storeys, without impacting on surrounding user amenity, this focal building could accommodate up to 20 one, two and three-bed apartments.

Fleet Street South

Fleet Street South is the largest of the identified sites, measuring 0.7 hectares. It is bounded to the west by mid-19th Century terraced housing. To the East, along Gillibrand Walks are 2 storey terraced dwellings and a vacant site which has permission for retail units and apartments. To the north west is a two-storey doctors surgery.



There are currently two (three if job centre) occupiers on land not in the ownership of the Council on the site, HSS Hire, and St John's Ambulance Hall. St John's Ambulance whilst not expressing a desire to re-locate are willing to enter into discussions around re-locating elsewhere in the town centre. There may also be a possibility for HSS Hire to re-locate to a more visible/suitable site within the town centre.

To the south, the job centre (originally the 'Employment Exchange') fronts Hamilton Road, a street of 2 storey residential terraces. There may be opportunities to relocate the job centre as a later phase of this development which would create some street frontage and visibility for this scheme.



Fleet Street South Development Proposal

Subject to the relocation of the HSS depot and St Johns Ambulance hall, Fleet Street South could accommodate up to 40 contemporary terraced residential dwellings or 70-80 one and two-bedroomed apartments subject to more detailed design considerations.

The indicative layout shows how the opportunity to introduce a terraced housing street could be seized which would contribute positively to the streetscene. Backing onto the Avondale Road properties and subject to achieving appropriate separation distances, the development could rise to 3-storeys. Rear parking could share the access road currently serving these property's garages. The relocation of the Runshaw College car park would allow this area to provide for the parking needs of those properties fronting Fleet Street. Car parking could also be accommodated within a homezone style treatment of the street. The development could also turn onto Fleet Street, creating design accents at the corners and therein bring activity, interest, informal surveillance and a sense of place to Fleet Street.

Devonshire Court, Chorley– courtyard style development



Dalton Fold, Croston, Chorley – modern terraces



Homezone Scheme - Brighton



Alternative Scheme for Fleet Street South

An alternative development scheme for Fleet Street South could see the delivery of a housing support scheme. The scheme shown in this illustration is based on a dementia support unit in Wigan. It could be dementia support, or alternatively elderly support.

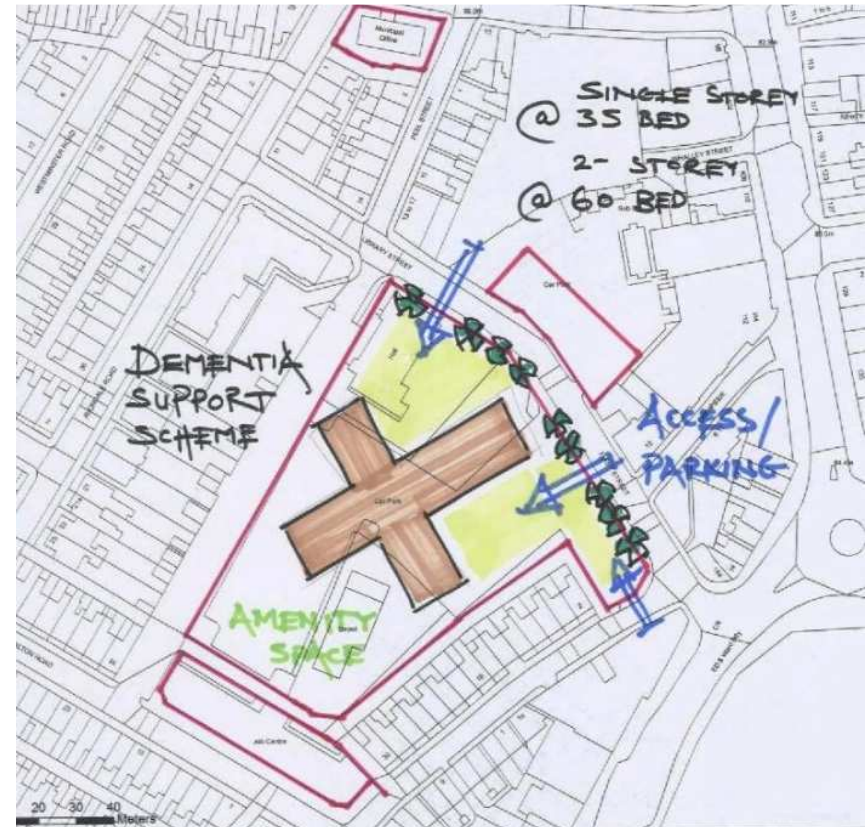
In general such schemes tend to be single storey given mobility issues of their occupants. A single storey option could deliver up to a 35 bed development. However, there are examples of two storey provision which could increase this to a 60 bed development.

Viability Information for Dementia Support Centre

The comments above on Fleet Street South regarding the acquisition of private ownerships, legal enquiries apply to this proposal for a dementia support unit.

There is insufficient information to carry out a meaningful viability for the proposed development. The proposal is a speculative scheme, with no end developer/user identified and the estimated size, layout, tenure and costs of the development are at present unknown.

The estimated development value for the entire site would be in the range of £650,000 to £850,000, a high level assessment reflecting the adjacent layout.*



PLANNING POLICY BACKGROUND.

Key Policies are included in the appendices

National and Regional Guidance

Existing national planning policy supports the redevelopment of these sites for a high quality residential scheme to enhance the vitality and viability of Chorley Town Centre.

The Local Plan – Appendix 1 lists key policies to be considered

The Local Plan comprises the Central Lancashire Core Strategy (July 2012) and the Chorley Borough Local Plan Review, adopted in August 2003. Relevant policies from these plans form a key element of the planning framework against which any proposal for the site will be judged.

The emerging Chorley Local Plan 2012-2026 is also important, being close to adoption, it carries substantial weight and the relevant policies contained in it are a significant material consideration.

APPENDIX - PHOTOGRAPHIC SURVEY OF FLEET STREET/GILLIBRAND STREET AREA

Gillibrand Street



West Street



Avondale Road



Library Street



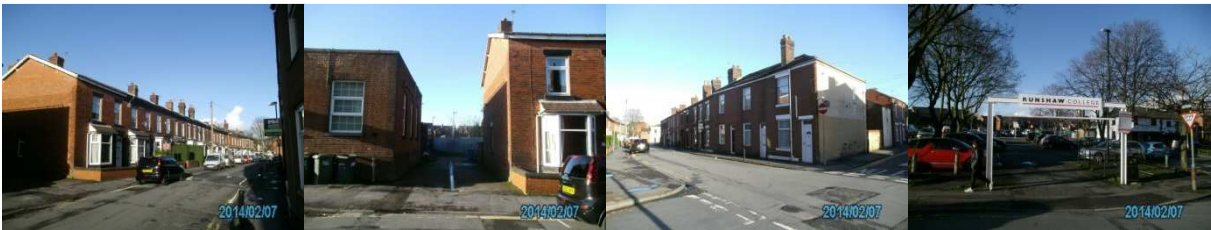
Peel Street



Fleet Street



Gillibrand Walks



Hamilton Road



Pall Mall



Cheapside



Market Street



The following Central Lancashire Core Strategy (2012) policies will be applied to this development.

Policy 17: Design of New Buildings

The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:

- (a) siting, layout, massing, scale, design, materials, building to plot ratio and landscaping.
- (b) safeguarding and enhancing the built and historic environment.
- (c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area.
- (d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa.
- (e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites.
- (f) minimising opportunity for crime, and maximising natural surveillance.
- (g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm.
- (h) including public art in appropriate circumstances.
- (i) demonstrating, through the Design and Access Statement, the appropriateness of the proposal.
- (j) making provision for the needs of special groups in the community such as the elderly and those with disabilities.
- (k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS);
and
- (l) achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.
- (m) ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.

Policy 6: Housing Quality

Improve the quality of housing by:

- (a) Targeting housing improvements in areas of greatest need ie Inner East Preston, and combine this intervention with wider regeneration initiatives such as in Leyland town centre;
- (b) Encouraging the re-use of empty housing for residential purposes through either their re-occupation or conversion including sub-division and amalgamation into other types of housing or to allow a change to other uses complementary to the residential area;
- (c) Facilitating the greater provision of accessible housing and neighbourhoods and use of higher standards of construction.

Policy 7: Affordable and Special Needs Housing

Enable sufficient provision of affordable and special housing to meet needs in the following ways:

- (a) Subject to such site and development considerations as financial viability and contributions to community services, to achieve a target from market housing schemes of 30% in the urban parts of Preston, South Ribble and Chorley, and of 35% in rural areas on sites in or adjoining villages which have, or will have, a suitable range of services; on any rural exception sites including those in the Green Belt there will be a requirement of 100%.
- (b) Aside from rural exception sites the minimum site size threshold will be 15 dwellings (0.5 hectares or part thereof) but a lower threshold of 5 dwellings (0.15 hectares or part thereof) is required in rural areas.
- (c) Where robustly justified, off-site provision or financial contributions of a broadly equivalent value instead of on-site provision will be acceptable where the site or location is unsustainable for affordable or special housing.
- (d) Special needs housing including extra care accommodation will be required to be well located in communities in terms of reducing the need to travel to care and other service provision and a proportion of these properties will be sought to be affordable subject to such site and development considerations as financial viability and contributions to community services.
- (e) Special needs housing including extra care accommodation will be required to be well located in communities in terms of reducing the need to travel to care and other service provision and a proportion of these properties will be required to be affordable.
- (f) An accompanying Supplementary Planning Document will establish the following:
 - i. The cost at and below which housing is considered to be affordable.
 - ii. The proportions of socially rented and shared ownership housing that will typically be sought across Central Lancashire.
 - iii. Specific spatial variations in the level and types of affordable housing need in particular localities.
 - iv. How the prevailing market conditions will affect what and how much affordable housing will be sought.

Policy 27: Sustainable Resources and New Developments

Incorporate sustainable resources into new development through the following measures:

All new dwellings will be required to meet Level 3 (or where economically viable, Level 4) of the Code for Sustainable Homes. This minimum requirement will increase to Level 4 from January 2013 and Level 6 from January 2016. Minimum energy efficiency standards for all other new buildings will be 'Very Good' (or where possible, in urban areas, 'Excellent') according to the Building Research Establishment's Environmental Assessment Method (BREEAM).

Subject to other planning policies, planning permission for new built development will only be granted on proposals for 5 or more dwellings or non-residential units of 500 sq metres or more floorspace where all of the following criteria are satisfied:

- (a) Evidence is set out to demonstrate that the design, orientation and layout of the building minimises energy use, maximises energy efficiency and is flexible enough to withstand climate change;

- (b) Prior to the implementation of zero carbon building through the Code for Sustainable Homes for dwellings or BREEAM for other buildings, either additional building fabric insulation measures,
or
appropriate decentralised, renewable or low carbon energy sources are installed and implemented to reduce the carbon dioxide emissions of predicted energy use by at least 15%;
- (c) Appropriate storage space is to be provided for recyclable waste materials and composting;
- (d) If the proposed development lies within a nationally designated area, such as a Conservation Area or affects a Listed Building, it will be expected to satisfy the requirements of the policy through sensitive design unless it can be demonstrated that complying with the criteria in the policy, and the specific requirements applying to the Code for Sustainable Homes and BREEAM, would have an unacceptable adverse effect on the character or appearance of the historic or natural environment.
- The integration of the principles above into other types of development will also be encouraged.

Chorley Local Plan 2012-2026 - Key Policies Relevant to this Proposal

Policy BNE1: Design Criteria for New Development

Planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development:

- a) The proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials. proposal does not have a significantly detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, materials, orientation, use of materials.**
- b) The development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or overbearing;**
- c) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area;**
- d) The residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction;**
- e) The proposal would not adversely affect the character or setting of a listed building and/or the character of a conservation area and/or any heritage asset including locally important areas;**
- f) The proposal would not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site;**

- g) The proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses;
- h) The proposal includes measures to help to prevent crime and promote community safety.

OPEN SPACE AND PLAYING PITCH REQUIREMENTS

Policy HS4A: Open Space Requirements in New Housing Developments

All new housing developments will be required to make provision for open space and recreation facilities, where there are identified local deficiencies in the quantity, accessibility or quality and/or value of open space and recreation facilities.

Where there is an identified local deficiency in quantity and/or accessibility, open space provision will be required on-site. Where this is not appropriate, payment of a financial contribution towards off-site provision or improvements to existing open spaces and recreation facilities will be required.

Where there is an identified local deficiency in quality and/or value of existing open spaces and recreation facilities, a financial contribution towards improving these sites will be required.

On-site provision and financial contributions for off-site provision or improvements will be calculated using the following standards:

Amenity greenspace

Provision for children/young people	0.08 hectares per 1,000 population
Parks and gardens	1.91 hectares per 1,000 population
Natural and semi-natural greenspace	4.64 hectares per 1,000 population
Allotments	0.07 hectares per 1,000 population

Policy HS4B: Playing Pitch Requirements in New Housing Development

All new housing developments will be required to pay a financial contribution towards new playing pitch provision in the Borough or towards improvements to existing playing pitches.

The financial contribution will be calculated using a standard of 1.21 hectares per 1,000 population.

Refer to Open Space, Sport and Recreation SPD (Sept 2013)

HIGHWAYS AND PARKING

Policy ST1: New Provision or Improvement of Footpaths, Cycleways, Bridleways and their associated facilities in existing networks and new development.

New development and highway and traffic management schemes will not be permitted unless they include appropriate facilities for pedestrians, cycle parking facilities, and/or cycle routes. Proposals should provide for:

- i) The retention or appropriate diversion of existing footpath and cycleway links;

ii) Facilities for pedestrians and cyclists to facilitate access on foot and by bicycle to nearby residential, commercial, retail, educational and leisure areas, where appropriate;

iii) Additional footpaths, bridleways and cycleway routes between the countryside and built up areas where appropriate.

Proposals to improve, extend or add to the existing footpath, cycleway and bridleway network in the Borough and in new development will be supported providing they:

a) Are integrated with existing routes to facilitate access on foot, by bicycle and by horse;

b) Where appropriate, identify gaps in the existing network and map potential new link routes, particularly in areas where there is a high level of demand;

c) Do not harm residential amenities;

d) Do not harm nature conservation interests;

e) Take into account the needs of agriculture;

f) Are located and designed to minimise the risk of crime;

g) Have regard to the needs of people with impaired mobility; and

h) Have regard to other users of the route and vehicular traffic.

Permission will not be granted for development which would prejudice the implementation of the proposed cycle routes/recreational footpaths shown on the Policies Map or the continuity of existing cycle routes within the Borough:

Cycle Routes

1) *Clayton Le Woods cycling improvements on Lancaster Lane/ Moss Lane/Lydiat Lane and Town Brow to cycle links to Cuerden Valley Park including Toucan crossings of A49 by Moss Lane, Lancaster Lane.

2) *Clayton Brook and Whittle-le-Woods to Chorley (A6) with links to the canal and Cuerden Valley Park.

3) Canal towpath from Botany to Blackburn.

4) Chorley to Abbey Village old railway line.

5) *Cycle schemes near Wheelton on the A676.

6) Chorley North East-Harpers Lane, Railway Road, Bengal Street, Water Street, Hollinshead Road, Union Street and Park Road.

7) Cycle link from Croston, Ulmes Walton to Leyland.

8) *Euxton-Wigan Road and School Lane cycle path improvements.

9) *Buckshaw to Chancery Road via Alker Lane to Cuerden Valley Park via Dawson Lane, via Park Saddle bridge to Runshaw College and to Southport Road via West Way Eastways.

10) *Chorley East-canal, Eaves Lane, Lyons Lane, Yarrow Gate, to Carr Lane and Myles Standish Way.

11) *Improvements to cycle links in and around Adlington.

12) Chorley South to Coppull via Bolton Road, Pilling Lane, Eaves Green Road, Lower Burgh Way and Burgh Hall Lane.

13) *Cycle improvements from Eccleston to Chorley via Back Lane.

Recreational Footpaths

14) Recreational footpath between Chorley and Brinscall on the former disused Chorley-Blackburn railway line

Policy ST4: Parking Standards

Proposals for development will need to make parking provision in accordance with the standards set out in Appendix D.

Locations that are considered to be more sustainable and well served by public transport may be considered appropriate for lower levels of provision.

Proposals for provision above or below this standard will be supported by evidence detailing the local circumstances that justify deviation from the standard.

The local circumstances that will be taken into account include:

- a) The quality of provision for pedestrians - width of footways, quality of surfaces, access points to the site, provision and quality of street furniture and lighting;**
- b) The quality of provision for cyclists - cycle parking, dedicated cycling facilities, access points to site, quality of design and provision, any restrictions on cycle movement;**
- c) The distance to and quality of bus stops, the frequency of services, quality of footways and lighting to stops, and the distance to the nearest interchange;**
- d) The number of train stations within 1,200m walking distance, quality of station, and frequency of services; and**
- e) Evidence of local parking congestion.**

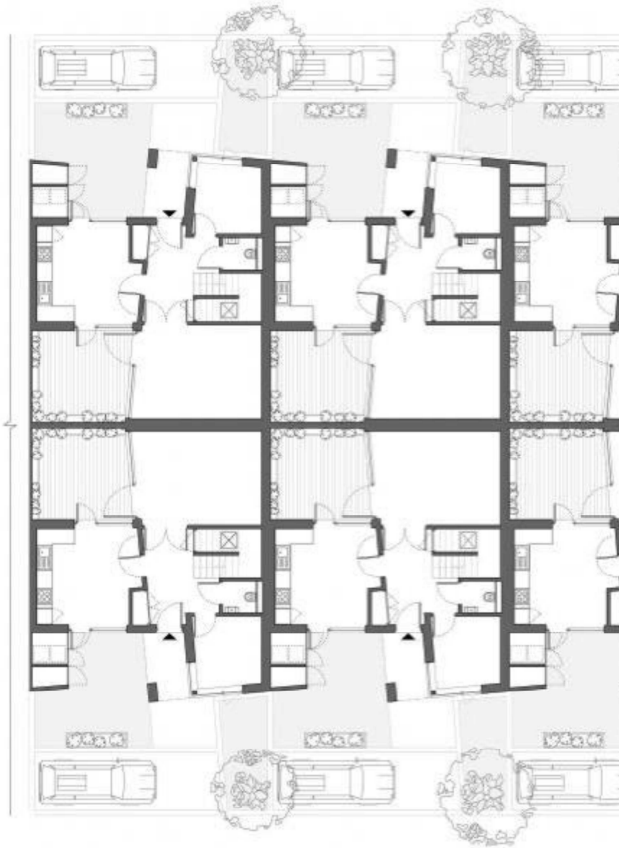
Examples of contemporary residential developments/terraces

Tibby's Triangle Southwold, Suffolk



Newhall, Harlow





East Manchester

Toxteth Street area of Openshaw in east Manchester is a major new housing development to replace old terrace houses.

More than 400 houses are planned as part of a large-scale regeneration project for Openshaw which is creating modern, energy-efficient housing for rent and for sale, designed to meet the needs of the local community and attract new people to the area.

The first properties were completed by housing regeneration specialist Lovell include homes for owner-occupiers and tenants of Adactus Housing Association from the existing neighbourhood who are choosing to move to the new development.



Beswick

East Manchester is currently undergoing an extensive programme of regeneration, which is aimed at improving quality of life for residents in 17 neighbourhoods. Two of these areas, Beswick and New Islington have already seen new housing built, and the development partners have been working closely with existing residents to shape the vision of a transformed inner city.



Miles Platting, East Manchester

The transformation of Miles Platting in East Manchester has reached a new milestone with the start of work on a major new housing development bringing affordable homes and jobs.

In partnership with Manchester City Council, New East Manchester and Adactus Housing Association, local affordable housing developer Lovell is building 53 two- three- and four-bedroom houses at Sandal Street with the help of £1.03 million investment from the Homes and Communities Agency (HCA) through the Kickstart programme. They are the first of 1,000 new homes planned for the area.

Fleet Street Masterplan - Timetable

Date	Action	Comments
17 th – 27 th February	Draft Master Plan options.	Liaise with Housing, Liberata and Economic Development as necessary on numbers, viability, re-location of existing businesses etc.
Friday 28 th February	Send out Draft Master Plan for discussion at Strategy Group	
Tuesday 4 th March	Strategy Group to consider Draft Master Plan	Ideally finalise preferred option (with or without extra care scheme) for recommendation to Leader/Deputy
Friday 7 th March	Send out Draft Master Plan for Leader brief	
Tuesday 11 th March	Leader brief to consider draft Master Plan	Ideally finalise preferred option (with or without extra care scheme) for recommendation to Council
Wednesday 12 th – Friday 21 st March	Finalise Draft Master Plan	
Wednesday 12 th March – Wednesday 30 th April	Liaise with LCC, Developers and RP re Extra Care Scheme development. Liaise with RP re Affordable Rent Units?	Unclear re funding sources and whether Affordable Housing Grant (deadline 30 th April) will be sought for Extra Care Scheme and/or Affordable Rent Units.
24 th March 2014	Council papers issued	
1 st April 2014	Council approve draft for consultation	
6 th April to 9 th May 2014	5 week consultation	Five weeks consultation to allow for Easter holiday.
12 th May –30 th May 2014	Revise Master Plan accordingly	
3 rd June 2014	Leader briefing	Finalise preferred option.
16 th June 2014	Informal Cabinet	
26 th June 2014	Executive Cabinet for approval	
22 nd July 2014	Council for adoption	

VIABILITY INFORMATION: FLEET STREET PROPOSALS

The proposals for Fleet Street include, residential on the current long stay car park including the designated Runshaw College car park together with developing the HSS Depot and St Johns ambulance sites. In addition the proposal is to construct a number of apartments on part of the short stay Fleet street car park.

The proposed development requires the acquisition by the council of two main sites comprising approx one third of the overall development site, and potential renegotiation/relocation of an area of land leased out to Runshaw college. The land/lease issues are;

a) The HSS depot which is located at the rear of the car park and comprises a building and yard with a total site area of 0.28 acres. The building is a two story traditional brick and slate covered roof and is used as an office and stores in connection with the main business. Access to the depot is currently across the council's Pay & display car park, and there is no obvious documentation evidencing any rights to HSS to cross the car park. This raises a number of legal issues which need further investigation and clarification before bringing the site forward for development. The depot has gates but these are not in use.

b) The St Johns ambulance site which comprises a hall and un-surfaced car parking area with a total site area of 0.3 acres. The building is brick built with pitched slate roof and is used not only by the brigade but also a dance tuition school. Access to the site is directly off the public highway. The site is slightly elevated above the adjacent pay and display car park.

c) The Runshaw college car parking area which is on land owned by the council but let to the college at a nil rent for a term of 25 years from the 26th March 1999. The use of the land by the College is linked to their occupation of the neighbouring college premises on Market street. The area occupied by the college measures approx 364sqm (16 car parking spaces)

The council owns the remaining areas of the proposed development site utilising the land as pay and display car parking.

The long stay pay and display car park comprises a mixture of freehold and leasehold legal titles, and again it is advisable that these titles are checked to ensure that no restrictions exist which might prevent the development of the overall site. The council's land measures 1.23 acres. Development of the site will result in a loss of car parking revenue to the Council and displacement of the contract permit car parkers to other long stay car parks

The short stay pay and display car park is a freehold interest. The site area required for the development is approximately 0.2 acres. Again the development of the a section of the car park will result in the loss of car parking revenue to the council

As mentioned above for the council to deliver the whole site, it will be necessary to acquire the privately owned interests. It is hoped that this can be done freely and by negotiation, however if agreement cannot be reached, or one owner withdraws from negotiation, the council might have to consider acquisition by compulsion. To ensure confirmation of a Compulsory Purchase Order the council would have to clearly establish that the development is in the public interest. The confirmation of a CPO will as you appreciate take time and incur additional administrative costs.



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Fleet Street Scheme Values;

Existing Use Value of Fleet Street Long Stay car Park £310,000*

Private Ownerships £135,000**

Runshaw college relocation 16 spaces

Estimated development Value of entire site including area of Fleet St short stay car park £700,000 to 950,000***

* Excludes the existing use value for the Fleet Street short stay car park included in the overall development proposal.

** Based on open market evidence and that the private owners are willing to sell.

***This figure is a high level assessment reflecting the layouts set out in your previous email. It is advisable that a detailed viability study is carried out once a development layout, property type and size, affordable housing numbers, tenure, types and construction code levels and finance costs have been agreed. At present these details are unknown. Changes to any of the above factors can cause considerable variation to the financial viability of a development. Other factors not reflected in the above figure include any abnormal ground conditions, land contamination issues, legal title issues, contributions to public open space, highways and CIL payments

The Development of a Dementia Support Centre

The proposal relates to the development of a privately operated dementia support care home. The proposal requires the area edged red on the attached plan, so the comments above regarding the acquisition of private ownerships, legal enquiries apply to this proposal.

Unfortunately I do not have sufficient information to carry out a meaningful viability for the proposed development. The proposal is as far as I am aware a speculative scheme, with no end developer/user identified and the estimated size, layout, tenure and costs of the development are at present unknown.

The estimated development value, for the entire site would be in the range of £650,000 to £850,000*

*This figure is a high level assessment reflecting the layout set in your previous email.

Gillibrand Street/West Street Proposal



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The proposed development relates to the conversion of a council owned office building, (24 Gillibrand Street) into apartments/flats, the demolition of another council owned office building (17-23 Gillibrand Street) for residential houses and development of the West Street short stay car park.

All three assets are currently income producing and the proposal would result in a considerable loss of revenue to the council.

Asset A) 24 Gillibrand Street – Currently occupied by Asda at a passing rent of £55,000pa. Existing Use Value for the whole building is in the region of £660,000. The proposal is to remodel the building to flats/apartments. It is recommended that a detailed feasibility study is undertaken to investigate the suitability of the property for conversion to apartments or whether it is more viable to demolish and build from new, and whether flats/apartments are the appropriate. Evidence from viabilities reviewed by Liberata indicate that the margins between build cost and sales values for apartments/flats is very low. The conversion of existing buildings can often be more expensive than building from new and as such the proposal future use as flats/apartments may not be financially viable.

Asset B) 17-23 Gillibrand street- Currently occupied by Liberata UK Ltd at a passing rent of £10,000pa. Existing use value for the whole building is in the region of £90,000. The proposal indicates demolition of the existing building and construction of 2 bedroom residential properties. The overall site is very small, measuring approx 0.088acres. I have assumed a potential development of 3 residential two bedroom units

Asset C) West Street Car Park. This is a popular short stay car park and the proposed development would result in the loss of approx 35 car parking spaces.

The site area proposed for development is 0.18acre. I am awaiting the relevant car parking income and expenditure figures, which would enable me to provide an existing use value for the car park. I have assumed a development of 8 three storey three bedroom residential properties

The council own the freehold title to all three sites, however it is still advisable that a full legal title investigation is carried out.

Based upon the above assumptions I have carried out a high level viability assessment for the potential development of Assets B and C above and I estimate the development value to be in the region of £150,000 to £225,000*

*This figure is a high level assessment based on layouts described above. It is advisable that a more detailed viability study setting out a finalised development layout, property type and size, affordable housing numbers, tenure, types and construction code levels and finance costs. At present these level of detail are unknown and changes of any of the above can cause considerable variation to the financial viability of a development. Other factors not reflected in the above figure include any abnormal ground conditions, land contamination issues, legal title issues, contributions to public open space, highways and CIL payments