

Fleet Street/Gillibrand Street

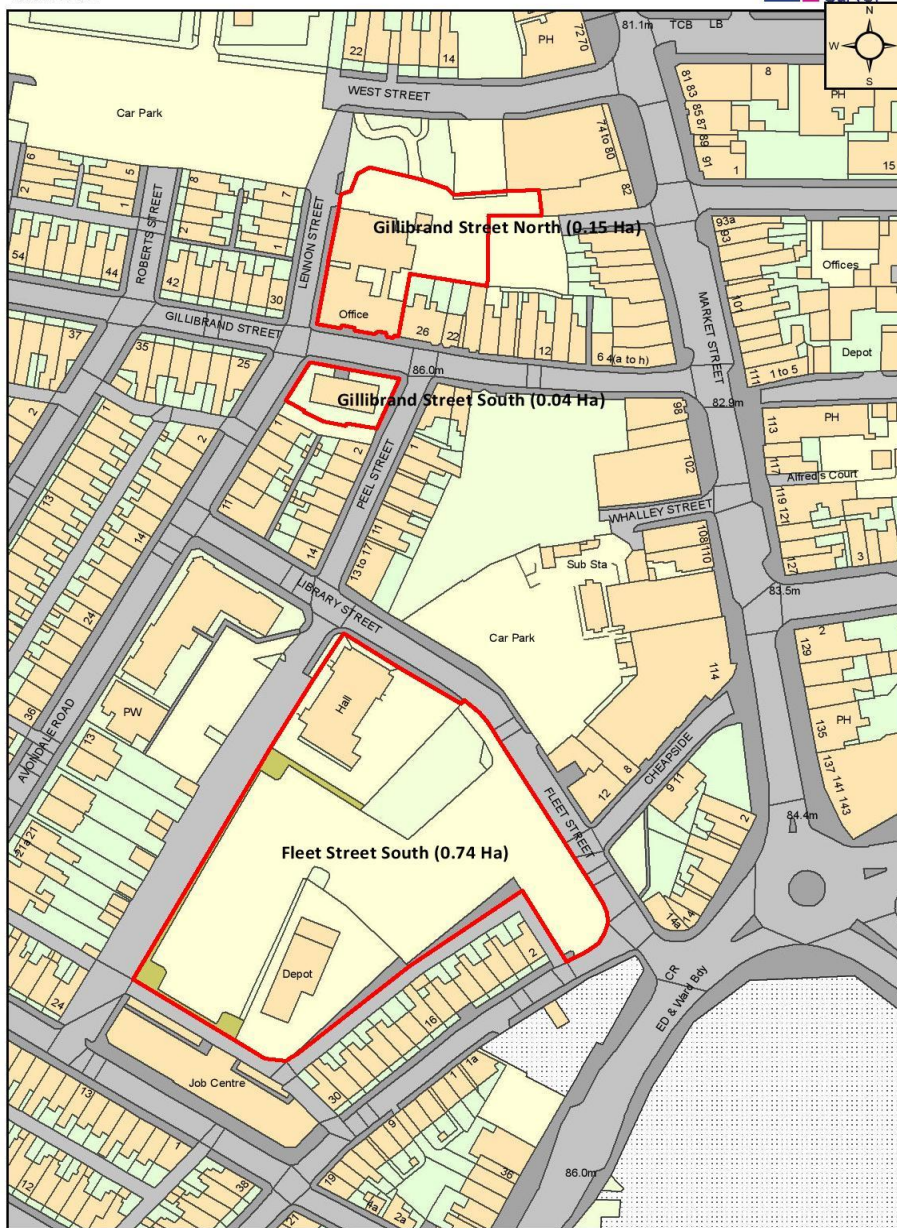
Masterplan

July 2014



CONTENTS

▪ Fleet Street/Gillibrand Street Masterplan	1
▪ Chorley Town Centre Masterplan	1
▪ Market Street	2
▪ Opportunities and Constraints	3
▪ Design Principles	4
▪ Site Analyses	7
▪ Development Proposals	8
▪ Appendices	
Appendix 1 – Photographic Surveys	15
Appendix 2 – key Local Plan Policies	18
Appendix 3 – Examples of contemporary residential developments	24



Contains Ordnance Survey data © Crown Copyright and database rights 2014

1:1,250

Fleet Street/Gillibrand Street Masterplan

In May/June 2014 the Council undertook a 5 week public consultation exercise in order to gauge public feeling on the development potential of a number of council owned sites in the Fleet Street/Gillibrand Street area. This consultation raised a number of concerns in respect of the loss of town centre car parks. It also highlighted the value of the St Johns Ambulance building as a community/dance facility and a general wish to see the old hospital building retained and converted.

Accordingly, the Council has amended its proposals and no-longer wishes to pursue the development potential of West Street car park or Fleet St North. In addition, it will explore the potential to retain St John's Ambulance building as part of any development proposals for Fleet Street South and retain the old hospital building.

Chorley Town Centre Masterplan

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

This area has 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 this site and fulfil the Council's priority around high quality affordable and suitable housing, and expand the sustainable residential community.

The high level appraisals of indicative schemes undertaken as part of producing a viable scheme which could be implementable in the short-term. The appraisal results provide for positive residuals, before any third party land acquisition. Comprehensive development will involve a number of third parties to deliver the schemes.

Fleet Street/Gillibrand Street Masterplan

Three sites are the subject of this Masterplan

Former Hospital, Gillibrand Street North
Offices at Gillibrand St South – 0.04ha
Fleet Street South - 0.7ha



this project indicated that residential development was capable of

Fleet Street North and South, currently largely being used as surface level car parking, 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; improved shopfronts, 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 an Asda 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

Fleet Street South: The Opportunities

- Improve and enhance the choice of residential accommodation within Chorley Town Centre.
- There may be the potential to incorporate St John's Ambulance Centre, a valuable community resource, into any new development.
- Re-locate HSS Hire to a more appropriate town centre location.
- Re-develop under-utilised surface car park for residential use.
- Introduce buildings (townhouses or extra care facility) to define the public realm
- Create a tighter 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.)
- 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.
- Optimum development will depend on the satisfactory relocation of HSS Hire
- 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 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 and Playing Pitch 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 on page 6, 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 on highway safety and residential amenity and their servicing requirements.

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

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 will 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. If necessary, the Council will assist with site assembly, subject to securing an appropriate redevelopment proposal.

PLANNING POLICY BACKGROUND

Key Policies are included in Appendix 2

National and Regional Guidance

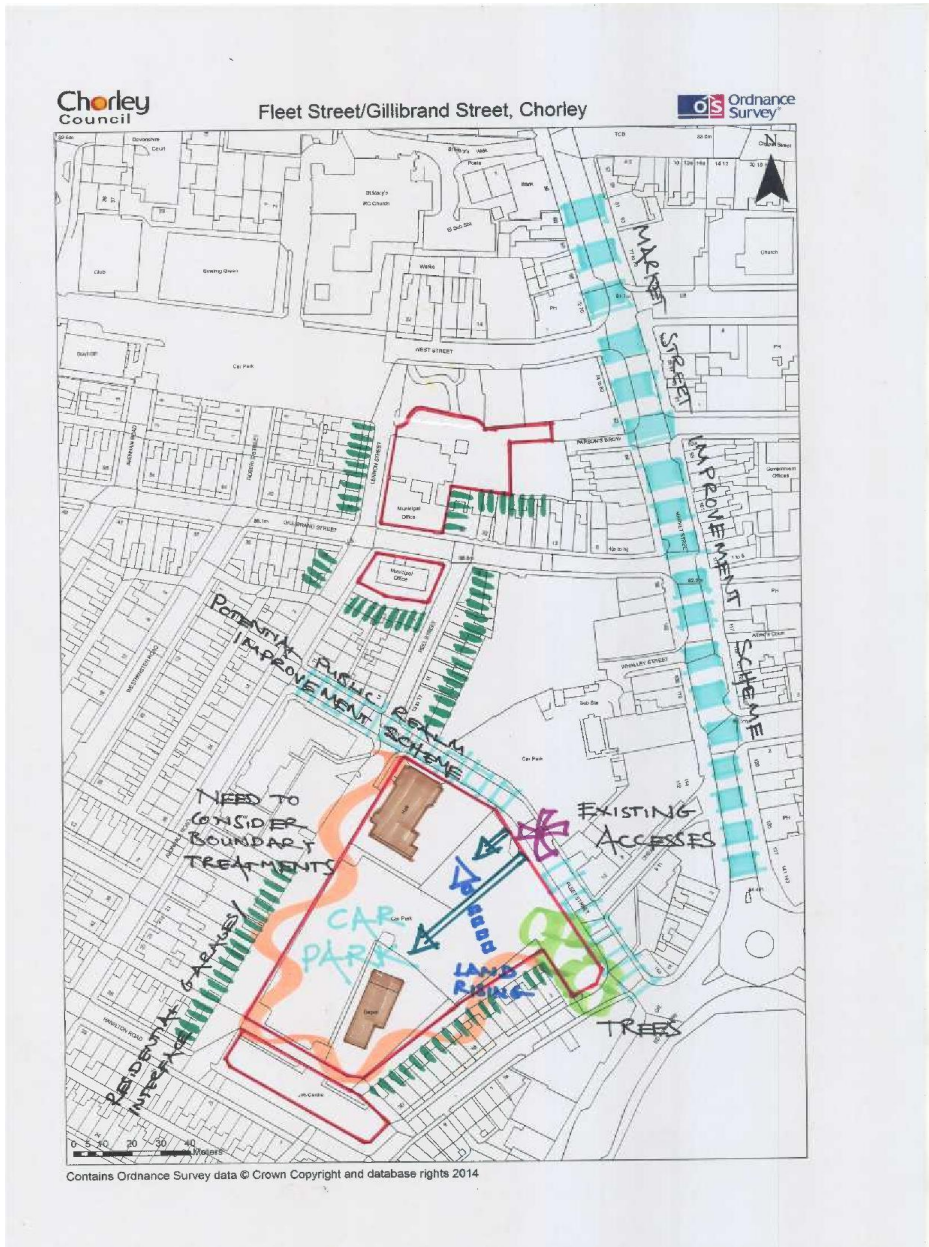
Existing national planning policy supports the redevelopment of these sites for a high quality residential scheme to enhance the vitality and viability of Chorley Town Centre.

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

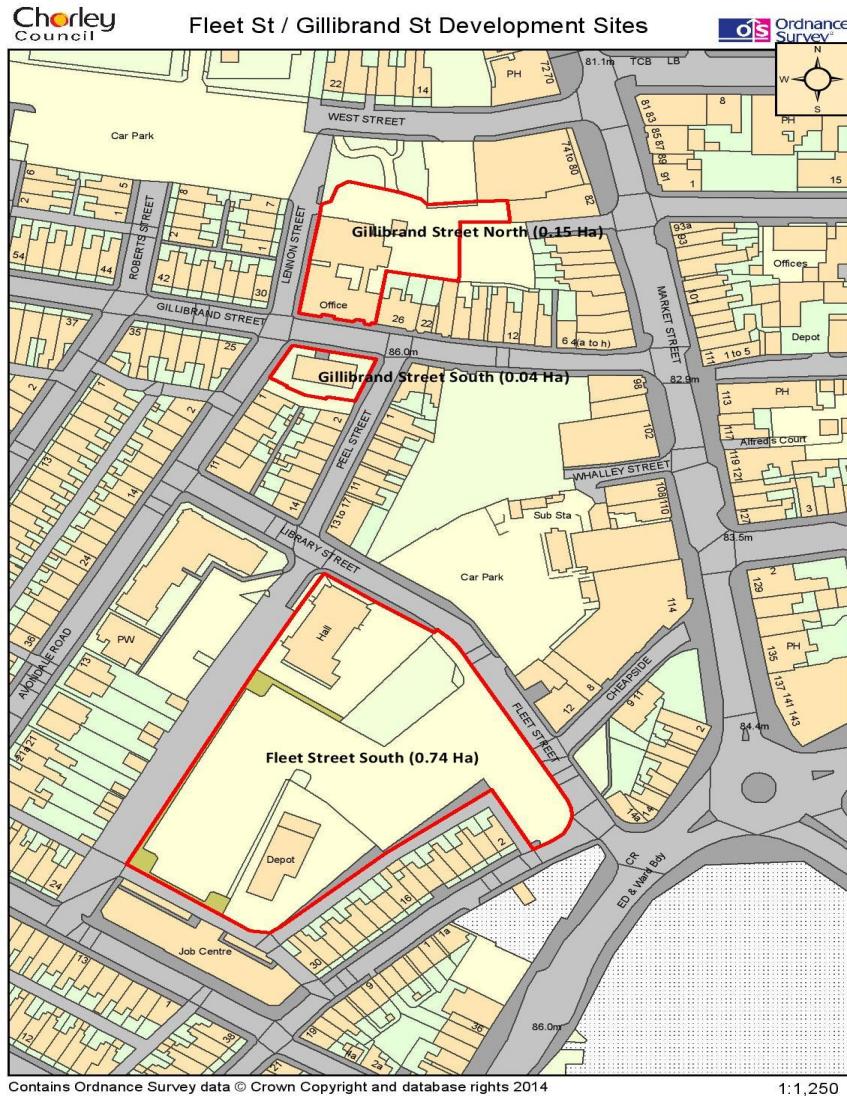
The Local Plan comprises the Central Lancashire Core Strategy (July 2012) and the Chorley Borough Local Plan Review, adopted in August 2003. Relevant policies from these plans form a key element of the planning framework against which any proposal for the site will be judged.

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.

Site 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 – Phase 2 – Medium Term

There are a variety of buildings on Gillibrand Street including, 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 – Phase 2

The hospital building could be converted to provide approximately 20 apartments with parking provided to the rear of the building so as not to impact on West Street Car Park.



Chimney Pot Park, Salford



Gillibrand Street South Development Proposal – Phase 2

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

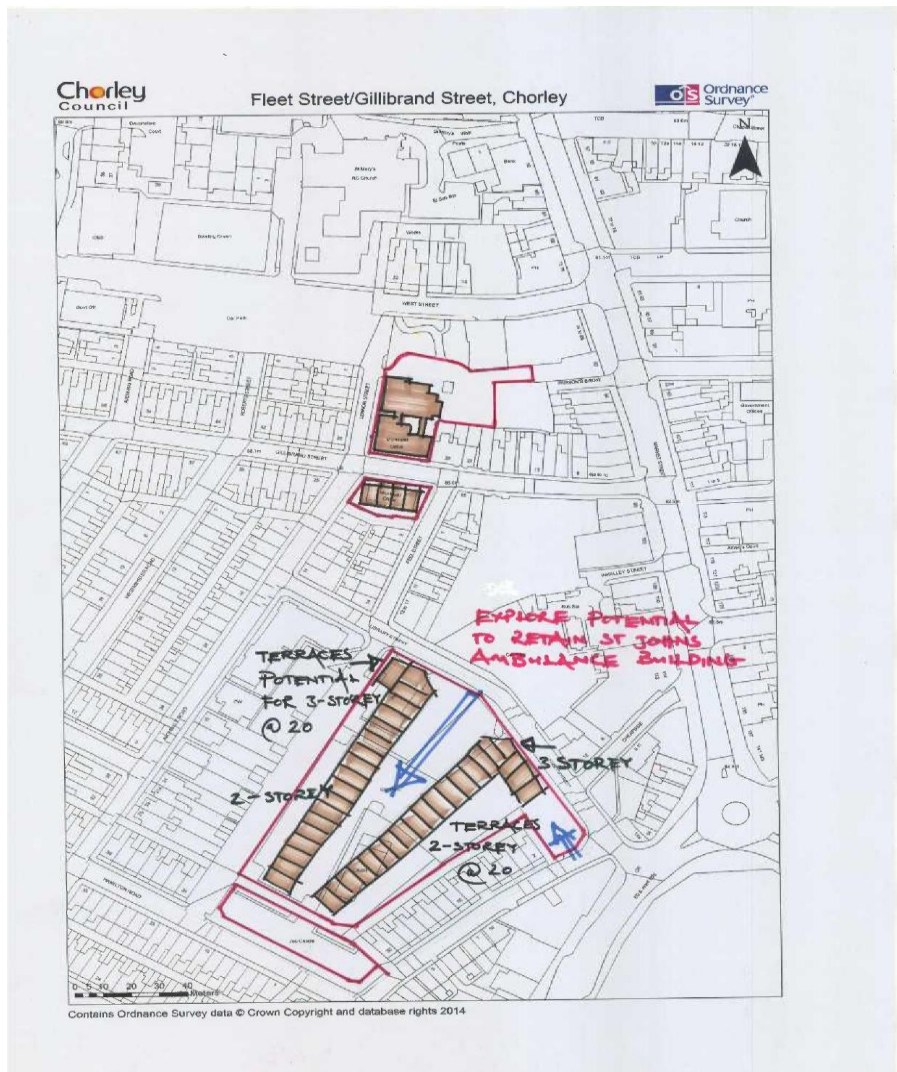
Fleet Street South – Phase 1 – Short Term

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



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.





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. Subject to Lancashire County Council approval, there may be opportunities for rear parking to 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. On 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. Another design solution could be a Devonshire Court style courtyard layout/development.

There are currently two (three if the job centre site was included in the scheme) 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.

Devonshire Court, Chorley– courtyard style development



Homezone Scheme - Brighton



Dalton Fold, Croston, Chorley – modern terraces



Alternative Scheme for Fleet Street South

Extra Care/Elderly Support Scheme

An alternative development scheme for Fleet Street South could see the delivery of an extra care/elderly support scheme. The scheme shown in this illustration is based on a scheme in Wigan.

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.

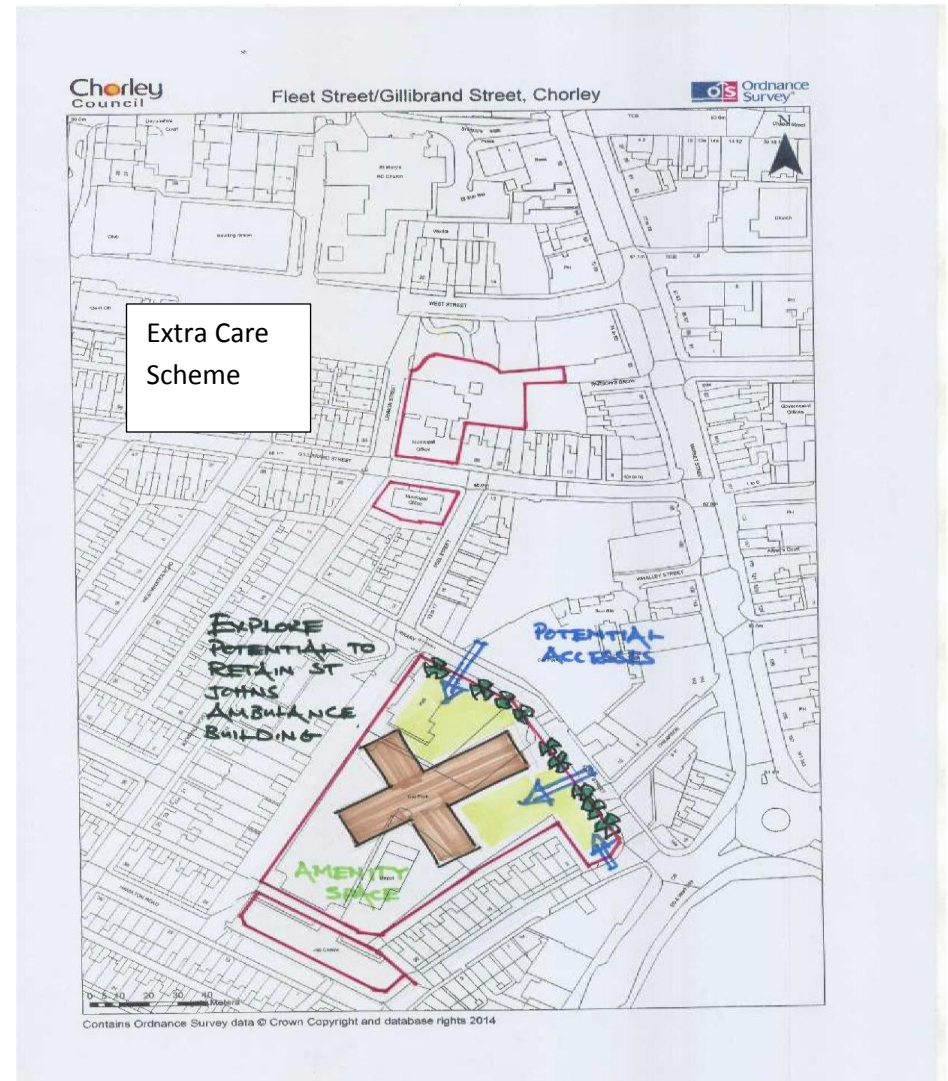
The Lancashire Extra Care Strategy identifies a significant demand for Extra Care in all districts, with Chorley having the highest percentage growth in over 65 year old population in the county. The principle of Extra Care is that residents have their own independent tenancies; however domiciliary care is available with a 24 hour staff presence, allowing residents with varying care and support needs to have a home for life.

Extra Care is key to reducing the need for residential and domiciliary care as well as assisting hospital discharges. Strong partnership working with the County Council, Clinical Commissioning Group and Chorley Council, as well as engaging with an appropriate Registered Provider, is needed to deliver a suitable Extra Care Scheme.

There is no standard design for an Extra Care scheme although HAPPI (Housing for Ageing Population: Panel For Innovation) design principles should be followed. The Council would encourage any scheme to incorporate the following characteristics and features:

- Social Rented in Tenure for the vast majority of units if not all
- Individual patios/balconies
- Assisted bathing facilities
- Facilities for onsite hairdressers

- Guest bedroom
- Shared garden
- Shared dining/leisure area
- Avoidance of long corridors/institutional design
- Lots of natural light
- Potential to act as a community hub



APPENDIX 1 - 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



APPENDIX 2 – LOCAL PLAN POLICIES

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 i.e. 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.
- 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	0.73 hectares per 1,000 population
Parks and gardens	0.08 hectares per 1,000 population
Natural and semi-natural greenspace	1.91 hectares per 1,000 population
Allotments	4.64 hectares per 1,000 population
	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, Ulles 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/East ways.
- 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.**

APPENDIX 3 : EXAMPLES OF CONTEMPORARY RESIDENTIAL DEVELOPMENTS/TERRACES

Tibby's Triangle Southwold, Suffolk



Newhall, Harlow

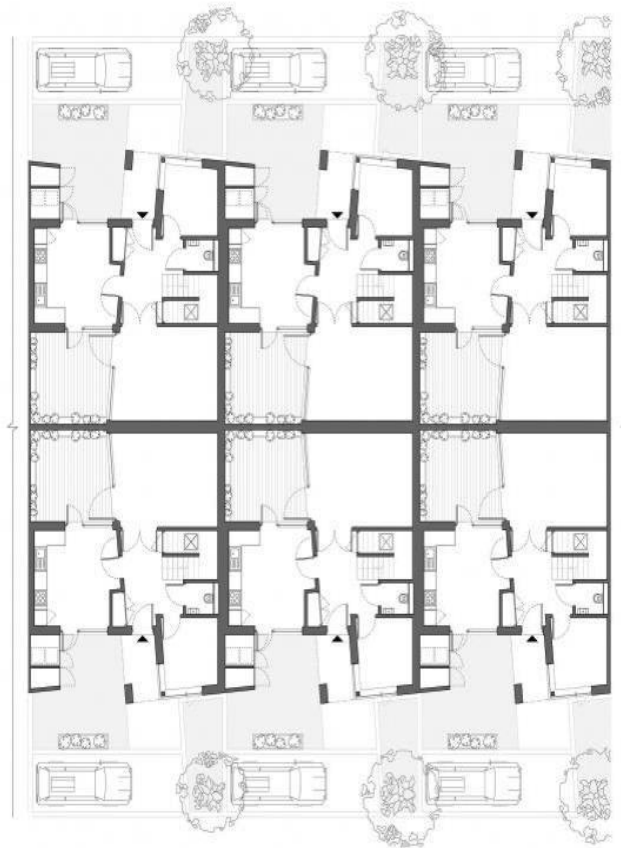


East Manchester

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

In Miles Platting in East Manchester major new housing development is bringing affordable homes and jobs to the area.

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.