

Item 3e **16/00298/FULMAJ**
Case Officer **Caron Taylor**
Ward **Chorley North West**
Proposal **Demolition of existing hire shop and assembly hall and the erection of a 65 apartment extra-care facility with replacement dance hall and a cafe/restaurant on the site of Fleet Street long-stay car park.**
Location **Long Stay Car Park
Fleet Street
Chorley**
Applicant **Chorley Council**
Consultation expiry: **4th May 2016**
Decision due by: **8th July 2016**

Delegated		Delegated following Chairs Brief		Committee	X
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	Case Officer	Authorising Officer
	Caron Taylor	AEH13 June 2016
Date	1 st June 2016	13 June 2016

Recommendation

It is recommended that this application is approved

Representations

12 Representations have been received objecting to the proposal on the following summarised grounds:

- Object to the demolition of Primrose Cottage (HSS Tool Hire depot), a property included in the 1848 Ordnance Survey map and probably dating from the very early 1800's when Fleet Street (with other roads in that area) became among the first streets in Chorley to be named. Primrose Cottage is one of the few remaining properties in Chorley over 200 years old and as such, should be preserved. It will be lost to the town if the plans go ahead. If the development does go ahead Primrose Cottage could be included in the extra-care facility. There are very few early Victorian buildings remaining in Chorley;
- The planning application states "There is one property associated with this application" - this being the long stay car park at Fleet Street. As Primrose Cottage and the assembly hall have completely separate council identities, this inaccuracy renders the application null and void;
- Who would occupy the 65 'extra care' housing facility?;
- Object unless the job centre is re-located (to a town centre location) as part of the development due to vehicle damage due to bad parking/driving by people visiting the job centre, foul language and drug dealing. If the area is to be developed for the better then the underlying issues need to be fixed which seem to be growing (i.e. drink and drunk abuse/dependency);
- The proposed development is over land that was originally allotments;
- Three storeys are too high and will be higher than all the surrounding properties which are one and two-storeys. The new buildings will overlook the existing properties and light will be lost making them dark inside;
- The three-storeys should overlook the surgery and car park with two-storeys adjacent to Avondale;
- In an area which is densely populated and highly developed the privacy of gardens is of great importance and they will be overlooked;
- A whole car park will be lost and parking is already in short supply in Chorley. More people will park on the surrounding streets;
- The residents parking scheme in the area is under pressure and the existing surrounding uses attract a large amount of vehicles;
- The Council said in a previous proposal that the car park is underused, but this is because a large area of it has been marked out for coaches and other long vehicles, but they only use it on market day. If these were moved more cars would use it;
- The development will generate more traffic and there does not look to be enough parking for staff, visitors or residents proposed;
- They dispute there will be a reduction in car journeys made on Fleet Street as a result of the loss of parking spaces;
- It will cause further wear and tear on the roads that are already in a bad condition;
- Don't object to principle but believe it is gross over development of the site, bigger, taller and with a larger footprint (other than Market Walk) than any other residential development in Chorley centre. Other tall buildings in the town centre front onto major through fares;
- It could be better designed to reduce the amount or redistribute the three storey element – it is lowest in the area where it might be expected three or even four storeys could be built;
- They had been led to believe by the Master Plan that development would be primarily two –storeys with some limited three-storeys in the north and south eastern corners;
- Three-storeys produces a monolithic building;
- The development is completely out of context with the area;
- The overdevelopment of the site leaves very little space for car parking when there will be a fair amount of staff and visitors and some of the occupants will have cars;
- The south side of Peel Street/back Avondale Road is filled with shrubs, trees and brambles which contribute to a limited amount of greenery and help sustain their gardens with a variety of birds. They are therefore keen that landscaping is not a sterile green lawn, monoculture or concrete. Planting of more trees on the site night

help soften its impact;

- Any treatment to the boundary should be out of the bird nesting season;
- The feasibility of the proposal is not a good argument for justifying the permission for scale of development proposed;
- They believe a re-design would provide a similar number of units;
- They ask that the Council reviews the proposal and produces a development that accords with the principle of its Master Plan for the area;
- The consultation exercise [prior to the application] was flawed;
- The Design and Access Statement only references favourable comments from the consultation, ignoring constructive comments for a design reducing it from three-stores.
- Despite a letter from the case officer saying that the development exceeds the interface distances in terms of the relationship between the existing properties on Avondale Road it does not alter the fact that it would be higher than the chimney tops of the existing properties.

Consultees

Consultee	Summary of Comments received
Economic Development	Support the application as the creation of the apartments with dance hall and café/restaurant realises the aspirations of Chorley Council's Town Centre Masterplan and Fleet Street Development Brief. This new residential development would: help to increase the town centre population and provide a boost to existing businesses and new uses on Market Street; diversify secondary and tertiary areas to non-retail uses; act as a community hub, connecting Market Street to the residential areas; help to focus on the existing retail core; help to meet demand for housing for a growing elderly population.
Strategic Housing	The development would help support the housing needs of the population of Chorley as it grows older.
United Utilities	Have no objection to the proposed development subject to conditions regarding foul and surface water.
Lead Local Flood Authority	Have no objection to the proposed development subject to the inclusion of conditions.
Council's Ecology Advisor	Is satisfied that the application can be forwarded for determination and that any permission if granted is supported by conditions.
Police Designing Out Crime Officer	Have recommended that security measures are designed into the building e.g. CCTV, standards of windows and doors, an alarm system etc. They state they have reviewed the boundary treatments proposed and they are fit for purpose.
Council's Conservation Officer	See body of report.
Council's Contaminated Land Officer	Has reviewed the submitted site investigation reports and advise they are acceptable. They refer to section 6 and section 7 of the Phase 2 investigation report that refers to submission of a remediation statement with the appropriate remedial measures and also completion of a gas monitoring exercise which might suggest further measures.
Environmental Health Officer	Is of the opinion that the proposed development is unlikely to cause an unreasonable disturbance to the existing noise sensitive properties.

Applicant's Case

1. Extra care housing is a type of supported housing which aims to be able to respond appropriately to the changing care and support needs of individuals who live there through the design of the accommodation which seeks to provide a home for life which enables independence for longer and the provision of on-site care and support.
2. The proposed model for delivering care and support within the proposed scheme will comprise planned care and housing management. A core care service will be commissioned by Lancashire County Council under a block contract; it will be available to all customers and will comprise a wellbeing service promoting independence, healthy living and social inclusion through activity co-ordination and support to access community facilities. Individuals will be required to use, and pay for, the service offered by the on-site provider of the core service.
3. Planned personal care will be funded through personal budgets and customers will have complete choice over which organisation delivers their planned care which they will fund from their personal budget. It is the aim that customers elect to use the on-site provider.
4. In relation to housing management, in addition to the care and support components, as the landlord, Chorley Council will also provide on-site presence for matters relating to tenancy management (repairs, rent collection, health and safety, management of the building etc.). This will be a 24 hour presence comprising a mix of a Housing Manager, Administration & Reception officer and Concierge.
5. In terms of criteria of eligibility to live in the apartments, applicants must be at least 55 years old (or in the case of two people living together at least one must be at least 55 years old). In exceptional circumstances disabled applicants below the minimum age will be considered. Applicants will normally require assistance with their daily living tasks and/or their personal care or may be quite independent but would benefit from a safer and more supportive environment. Applicants for the apartments must be eligible for social housing with priority given to those in housing need particularly on medical or welfare grounds. Allocation of the apartments will be made by a panel made up of representatives from Chorley Council, the care provider and Lancashire County Council Adult Social Care.
6. The proposal is to develop an extra-care scheme of apartments that includes community facilities, a café and clinical space. The scheme will offer apartments for both rent and shared ownership. 60 of the flats will be let at affordable rent levels with 5 flats available through a share-ownership scheme. The café will be a commercial operation and open to the public to promote the social aspect of extra-care. A hair and beauty salon will also be located in the building and a restaurant providing meals for residents if they do not wish to cook themselves along with a dance hall (which will replicate the sprung floor to be lost with the demolition of the St John Ambulance Hall) for both residents and external users.
7. Funding has been awarded for the scheme from the Homes and Communities Care and Support Specialised Housing Fund.

Assessment

Principle of the Development

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

Layout and Appearance

9. The application site is made up of the existing Fleet Street long-stay car park, the HSS Hire building and St John Ambulance Hall accessed from Fleet Street and the Runshaw College car park accessed from Gillibrand Walks.
10. A topographical survey accompanies the application. There is over a 2m fall in levels from north to south at the Fleet Street side of the site but the west side is relatively flat.

11. The site is located a few metres outside the town centre boundary. It is surrounded by various uses. To the south east the terraced properties on Gillibrand Walks back onto the site, to the south west the job centre backs onto the site and to the northwest the properties on Avondale Road, Emmaus Chapel and Library House Surgery back onto the site. They are separated from the site by alleyways serving the rear of the properties. To the northeast the site bounds with Fleet Street on the opposite side of which is Fleet Street Short Stay car park, the end gable of MedicX Pharmacy, the Italian Cottage Restaurant, a car body repair garage and Fleet Street Memorial Garden a small area of green space on the corner of Fleet Street and Cheapside.
12. The main frontage of the site is Fleet Street and the layout proposes that the parts of the building open to the public e.g. the restaurant/café, dance hall and hair and beauty salon, will be located facing this frontage which is considered appropriate and focusses the non-residential uses of the scheme away from the surrounding existing residential properties. The proposed residential apartments will be set around a courtyard garden open on one side to the back of the properties on Gillibrand Walks. The building frontage to Fleet Street will be set back from the road to provide an area for the café to have outside seating which will wrap around the corner of the building which will be visible from the junction of Pall Mall and Fleet Street and also down Cheapside and from Market Street therefore responding to the streets around and the views afforded from them.
13. The scheme has been designed so that the communal and commercial areas of the building will be viewed as public space rather than private, the aim being to avoid residents being 'shut-away' and to be active and encourage interaction with visitors and the community in general. There will be a restaurant on the site that will provide meals for residents and a pavement café open to visitors and a replacement sprung dance floor open to visitors to replace the one in the existing St John Ambulance Hall to be demolished.
14. The apartments themselves have either a small terrace at ground floor or balcony at first and second floor providing a small amount of private amenity outside space with the landscaped gardens providing communal outside space. Allotments for occupiers of the apartments are situated to the south west of the site to the rear of the Job Centre building with an associated green house, garden shed and raised planters.
15. The proposed materials are a red brick for the body of the building, a buff detail brick and a dark red brick to create decorative panels, with a fibre cement slate roof. It is considered the final details of the materials including the detailing of the decorative panels can be controlled by a condition.
16. It is envisaged that the hard landscaping of the scheme will use materials similar to those on Market Street, with the café terrace area to Fleet Street paved in buff concrete paviours. An amended plan has been received at the request of the case officer amending the café terrace surfacing so that a 2m wide footway remains defined between the terrace and the road.
17. The existing boundaries of the site are a mixture of metal tubular railings, galvanised palisade fencing and diamond mesh fencing. It is proposed to define the boundaries of the site to the Job Centre and rear of Gillibrand Walks with 1.8m high dark green welded mesh fencing to separate the site from the rear access paths and provide security to the scheme while still allowing views into the site. To Peel Street/the back of Avondale Road a lower 1.2m high hoop-top railing is proposed as this is a wide, well use pedestrian route to the town centre. The same railings will continue along the Library Street Frontage enclosing the car park and are also proposed around the overflow car park. Within the site a 1.8m high brick wall is proposed adjacent to the commercial kitchen to screen it from the rear of the properties on Gillibrand Walks.
18. The design and appearance of the scheme is considered acceptable. It is considered the design and positioning of the different elements on the site have been considered carefully and as a result it is considered that resultant development will be high quality, responding well to the Fleet Street/Library Street frontage and will encourage use by the community while still providing a safe environment to residents.

Scale

19. The immediate surrounding properties are two storeys high. The majority of the proposed building will be three storeys being between approximately 11.2m and 13m high, but the top floor of the flats will utilise room within the roof space with a lowered eaves level and dormer windows which reduces the visual massing of the building. The building wraps around an internal courtyard garden that is open to the south east of the site. The ends of the building in south east and east corners of the site are reduced to two-storeys in height which provides visual interest to the building. The building will be larger than the majority of the surrounding properties in terms of its height and massing however the design and materials proposed break up the massing visually and it is not considered that a three-storey building is unacceptable in this location. Its scale and massing are considered appropriate to the use proposed and the aspirations for the town centre and its immediate environment. It should also be noted that a three storey building (with fourth storey on the corner) has been approved on the corner of Pall Mall and Gillibrand Walk.

Access and highways

20. The access to the main car park for the development will be from Library Street close to the location of the existing access to the St John Ambulance Hall with overflow parking being provided in what is currently the car park for Runshaw College on the corner of Fleet Street and Gillibrand Walks accessed from Gillibrand Walks.
21. LCC Highways advise that the scale of the development requires a Transport Statement to be submitted. The purpose of a Transport Statement is to set out the transport issues relative to the development and to assess the sustainability of the site as to its accessibility for walking and cycling. The transport issues associated with the proposed development have been fully assessed as part of the development. Although this is not in the form of a formal Transport Assessment, it is considered that as the site is in a very sustainable location, only a few metres from the boundary of the Town Centre and close to numerous services and facilities to allow access by residents to services other than by car, the considerations/ assessment which a Transport Assessment would provide have been fully addressed as part of this scheme.
22. Parking is at a premium in the streets surrounding the site as the majority of properties do not benefit from their own off-street parking and therefore rely on on-street parking, the need for which is exacerbated by the doctor's surgery and other uses such as the pharmacy, church etc. in close proximity to the site.
23. In terms of proposed parking levels, 43 spaces are proposed, 33 on the main car park and 13 on the overflow car park. Policy ST4 of the Local Plan 2012-2016 sets out the Council's parking standards. There is no specific standard for an extra-care facility. Standard apartments require one space for one-bed and two spaces for two-bed apartments (which would require 82 spaces), whereas sheltered accommodation requires one space per three beds (which would require 27 spaces). However, it is not considered that either of these uses accurately reflects the type of development proposed. As well as residents, it is estimated that the building will be staffed by approximately 11 full-time staff and 9 part-time staff. It is considered that car ownership amongst residents is likely to be low, especially given the location right on the edge of the town centre. The applicant advises that other similar-sized schemes tend to have low levels of residents owning cars and typically provide parking at a percentage of 35-40% which is lower than the parking proposed for this scheme. In terms of staff and visitors, the site is within close proximity to the town centre car parks. LCC Highways have no concerns regarding the access points to the site and consider the parking proposed is acceptable taking into account the local circumstances such as its sustainable edge of town centre location and its proximity to other car parks.
24. The proposed development will be built on the existing Fleet Street long-stay car park which currently provides 115 parking spaces (including 5 spaces for disabled people) along with 8 coach parking spaces. A parking report was commissioned by the Council in 2013 which assesses the current parking situation in the town centre and forms part of the Town Centre Masterplan. At that time there were 1408 publically available spaces; 647 long stay and 761 short stay.
25. It was identified that up to 282 car parking spaces could be removed from the town centre without having a detrimental impact on wider car parking provision once ASDA was complete and parking provided on Market Street (both are now in place). ASDA car park has 435 spaces available for

three hour parking. The Fleet Street car park was identified as one of the car parks having the greatest degree of spare capacity that could be removed.

26. Further parking surveys were done as part of the Market Walk extension planning submission last year and this permitted development once constructed will reduce the number of short stay spaces on the Flat Iron car park by 199. This survey is considered more up to date and accurate than the 2013 survey included with the application as it includes the spaces now available at ASDA and also includes assessments on Tuesday, market day, the busiest weekday when the outdoor market occupies 151 spaces of the Flat Iron car park and people who work in the town centre with season passes will also be using the car parks. It was also carried out in the run up to Christmas when the town centre is at its busiest. Importantly this survey took account of 164 spaces on Fleet Street car park being lost to future development (Fleet Street did originally have 164 spaces but some were changed to coach parking spaces a few years ago so it now has 115 spaces).
27. This survey analysed the utilisation of parking spaces by taking the ratio of the maximum spaces occupied to available spaces expressed as a percentage. The observations indicate that car park utilisation as exists on Tuesday is 65%, on Friday 56% and on Saturday 58%.
28. The effect of the proposals (including the Market Walk extension and the current development applied for on Fleet Street) on available capacity indicates car park utilisation on Tuesday would be 82%, Friday 69% and Saturday 73%. The survey shows that even with 199 spaces being lost on the Flat Iron car park, and the loss of Fleet Street car park, the town centre car parks can accommodate the existing levels of demand for parking.
29. Considering the parking figures and the already committed development in the form of the Market Walk extension, it is not considered the proposal will have an unacceptable adverse impact on the parking in the town centre. Runshaw College has been offered alternative parking on other existing car parks.
30. In terms of use of the dance hall for other events, or uses which are more likely to take place in the evenings, all the car parks within the town centre, including those opposite the site are free to use after 5pm and there is likely to be greater capacity within the car parks during the evening when the town centre shops are closed.
31. In terms of coach parking that will be lost, the Market Walk, Markets and Town Centre Manager advises that the existing coach bays are primarily in use on a Tuesday for coach trips to the market. Although there are 8 bays they advise in reality there are never more than 3 coaches at any one time and the Council are looking at relocating coach parking bays either into other car parks and/or re-designation of some of the on-street parking bays for coach use on Tuesdays only. The bus station also has 2 bays that the Council use for short stay coach parking. It is therefore considered that coach parking can still be accommodated and there is capacity for them to be moved to other areas of the town centre.
32. The proposal is therefore considered acceptable in terms of parking in relation to both the parking proposed for the development and the impact on the wider parking within the town centre.
33. Pedestrian access to the apartments is via a path from Fleet Street to the entrance on the northwest elevation of the building adjacent to the main car park, or through the building accessed adjacent to the café which also gives access to the dance hall for the public. The hair and beauty salon will be accessed from either within the building or via a ramp to a secondary path off Fleet Street. As stated previously, an amended plan has been received at the request of the case officer reducing the extent of the café terrace surfacing so that a 2m wide footway remains defined between the terrace and the road. LCC Highways have noted that the proposed flag paving outside the edge appears to be an encroachment onto the public highway. The applicant is aware that the flag paving is within the adopted highway. The aim is to incorporate the existing pavement so that the frontage of the site up to the kerb line is all surfaced in the same matching materials. They are aware the necessary consents/permissions will be required from LCC before this can take place.

Impact on Neighbours

34. The existing residential properties on Avondale Road and Gillibrand Walks back onto the application site.
35. The properties on Avondale Road will back onto the northwest side of the proposed development. These properties are two-storey with relatively generous back gardens. They are separated from the application site by an alleyway approximately 10.5m wide with most of the properties have garages/outbuildings and/or gates backing onto it.
36. The northwest elevation of the proposed scheme facing towards the rear of the properties on Avondale Road will be made up of three storey residential apartments with balconies at first and second floor. Due to level differences, the finished floor level of the proposed extra-care apartments will be at a slightly lower land level than the level of the existing properties on Avondale Road. The Council's interface distances require there to be 21m between facing first floor windows to habitable rooms, though this is increased to take account of level differences. Although the proposed flats will have balconies, there will be over 35m between the proposed balconies and the nearest first floor windows of the existing properties which is far in excess of the increased guideline of 24.6m. The increased guideline to the boundary of the rear gardens from the proposed apartments is also exceeded, as is the relationship from an existing window to a blank wall in terms of 21 and 21a Avondale Road to the side wall of the apartments proposed.
37. Although the proposed extra-care apartments will be at a lower level than the level of the existing properties on Avondale Road, they are however three-storeys high whereas the existing properties are two-storey. Although the Council's interface distances do not specifically cover the relationship of proposed three-storey properties with existing two-storey properties, even applying the interface standards using the floor level of the first floor apartments, rather than the ground floor level (which the Council would not normally assess in this way), the proposal still exceeds the guidelines (again extending the distances due to the differences in levels). The proposal is therefore considered to have an acceptable relationship to the properties on Avondale Road.
38. The southeast boundary of the site bounds with the rear of the properties on Gillibrand Walks separated by an alleyway which is between approximately 3.5 and 4m wide. The proposed development is set round a courtyard which is open on this side and therefore only the end elevations of the building where the restaurant and flats 11 and 12 are located (which are both two-storey in height), will face towards the rear elevations of these properties. The restaurant end of the building exceeds the 12m guideline for a first floor window to a blank wall (the guideline does not need to be extended for the levels) in relation to numbers 2 and 4 Gillibrand Walks. The other end of the building at flats 11 and 12 is also blank and will face towards numbers 18 to 26 Gillibrand Walks. The guideline needs to be increased to take account of the level difference (the floor level of the proposed development will be approximately 0.6m higher than that of the existing properties). The proposal exceeds the extended guideline for all the properties apart from number 26 where it is approximately 12cm short at the narrowest point, however the elevation that this property will look towards is angled away from this property so this distance is only breached at the very corner of the development. In addition due to the orientation of the proposed development and this property (it is due southeast of it) the building will not result in shadowing to this property or its garden. This relationship is therefore considered acceptable.
39. There are no residential properties opposite the site on Library Street or Fleet Street and to the southwest of the site is the Job Centre. It is not considered that the proposal will have an unacceptable impact on the adjacent commercial businesses.
40. The resultant relationship of the proposed development with surrounding properties is therefore considered to be acceptable.
41. It is not considered that the proposal will result in unacceptable noise to the surrounding properties. Although a dance hall is proposed within the development, this will replace the existing St John Ambulance Hall to be demolished on the existing site. The architect advises that the building will be constructed to minimise noise transfer to the flats above the hall in accordance with standards set out in other regulations outside the planning regime. Noise from nuisance to surrounding properties from such uses is often due to doors and windows being left open. It is

envisaged at this stage that the dance hall will be mechanically ventilated via heat recovery air-handling units (AHU) with built-in noise attenuation which could be housed in the generous ceiling voids above the proposed changing areas rather than on the flat roof outside the first floor flats facing Fleet Street. The final details of the ventilation can be secured via a condition to ensure they are acceptable.

Affordable Housing

42. Policy 7 of the Core Strategy sets out a 30% requirement for affordable or special needs housing for developments in urban parts of Chorley. The development is for 100% extra-care accommodation which is a form of special needs housing. The proposal is therefore in accordance with this policy.
43. Policy 7 also requires special needs housing, including extra care accommodation, to be well located in communities in terms of reducing the need to travel to care and other service provision and a proportion should be affordable. The proposed development is located on the edge of Chorley town centre close to shops, a doctor's surgery and other local services.

Ecology and Landscaping

44. The majority of the site is hard surfaced, however the development will involve the demolition of the existing HSS Hire and the St John Ambulance Hall buildings. A bat survey has therefore been submitted with the application which has been reviewed by the Council's ecology advisor. They advise appropriate surveys have been undertaken and no further surveys are necessary. Although no bats were found, both buildings do support features which could be used by roosting bats. Bats are mobile in their habits and are known to change roosts frequently. It is therefore recommended that the features identified within the submitted report be removed by hand, prior to demolition works. If bats are found at any time during works, then work should cease immediately and advice sought from a suitably qualified bat worker. The Council's advisors recommend conditions to this effect, be placed on any permission, if granted. The proposal is therefore considered acceptable in relation to ecology subject to conditions.
45. Representations have been received regarding the landscaping of the site and the wish that it is not a sterile environment but rather will encourage wildlife and it has been requested that trees could be planted to soften the impact of the development. A landscaping scheme has been submitted with the application and is considered acceptable. This includes tree planting and envisages different areas including a wildflower area, a sensory garden and a pebble and grass garden. It is considered the landscaping of the site will encourage wildlife. The Council's ecology advisor has advised that opportunities for biodiversity enhancement be incorporated into the development and should include bat bricks and/or tubes within the new development, bat boxes and bird boxes. It is considered that a condition can be suitably worded to include details of these and where they will be provided. The paths will have level-access and any inclines limited to a 1:21 to allow it to be fully accessible to residents. Pathways will also be hard-surfaced or sealed allowing wheelchair access.
46. The proposal includes provision of an allotment area for residents adjacent to the southwest boundary of the site surfaced with bound gravel and raised planters to allow easy access for residents. It will also have a shed and greenhouse. They will be managed and maintained as part of the site. This is looked upon favourably and is considered to comply with Policy 23: Health of the Core Strategy that encourages the role of allotments within developments.

Levels

47. There is a change of levels on the site of over 2m north to south. Cross-sections through the proposed development have been provided showing how these will be dealt with. The access to the building is required to be level so the level change across the site will be managed by a change in the ground floor level within the building and the café and dance hall having higher ceilings.

Drainage and Flood Risk

48. The site is not within Flood Zone 2 or 3 as identified by the Environment Agency and the site is less than 1 hectare in size, therefore a Flood Risk Assessment is not required.

49. It is proposed that foul sewage will connect to the existing foul network. In relation to surface water, the amount of hard surfacing on the site will reduce as a result of the proposed development from that which exists. The National Planning Policy Framework and National Planning Practice Guidance (NPPG) require surface water to drain in the most sustainable way and outlines the hierarchy of options developers should consider in a drainage strategy. An initial drainage strategy has been submitted with the application which goes through the correct hierarchy. This suggests that disposal of surface water by infiltration (soakaways) is unfeasible as the water table is high and there are no watercourses close to the site for water to discharge to. It is therefore envisaged at this stage (subject to further tests) that surface water will discharge to the existing sewer at a restricted rate to be agreed.
50. The Lead Local Flood Authority has reviewed the application and has no objection to the application subject to the imposition of conditions that deal with details of the design, based on sustainable drainage principles, of an appropriate surface water sustainable drainage scheme and its future implementation and management. United Utilities have also requested similar conditions. Full details of the proposed drainage scheme can be secured via conditions.

Contaminated Land

51. Phase 1 and 2 site investigations have been undertaken and reviewed by the Council's Contaminated Land Officer who advises they are acceptable. They refer to section 6 and section 7 of the Phase 2 investigation report that refers to submission of a remediation statement with the appropriate remedial measures and also completion of a gas monitoring exercise which might suggest further measures. These can be secured via a condition.

Other Issues

52. Objections have been raised about the demolition of the existing HSS Hire Shop on the site. This was originally Primrose Cottage with a date stone stating 1843. The Council's Conservation Officer has inspected the building, both inside and out and advises that judging from the style of the building it accords with this construction date. The Conservation Officer also advises that buildings from the Victorian period onwards are not automatically listed by Historic England as in many cases, as here, the building is either not worthy of designation and/or has been significantly altered. An internal inspection revealed that no original features remain and that there has been a considerable degree of external alteration as well – windows and doorways have been blocked on at least three elevations, plus a later extension was added in 1934 – probably at the time the building was used as the club house for the then adjacent bowling green. As a result they do not consider the building is worthy of even local designation, however they recommend a basic photographic record should be made of it as a pre-commencement condition. The proposal is therefore considered acceptable in relation to demolition of this building subject to the condition recommended.
53. In relation to the St John Ambulance Hall, the Conservation Officer advises that this has been previously inspected both internally and externally and whilst being of some local interest does not warrant any form of designation.
54. Representations have been received making an objection unless the existing Job Centre to the southwest of the site is re-located. The Job Centre is, however, outside the application site. The application is being assessed on the acceptability of what has been put forward and that has been found to be acceptable.

Public Open Space

55. Normally financial contributions towards the cost of allotments and playing pitches are required for a development of this size in this location. However, the proposal is not considered to be open market housing, but rather specialist accommodation, primarily for people over 55 requiring some element of care. Additionally allotments are being provided as part of the scheme. It is not, therefore, considered to be a type of development that is required to make such a contribution.

Overall Conclusion

56. The proposal involves an appropriate form of development within a sustainable location and will provide much needed housing which will benefit the Borough as a whole. As such the application is recommended for approval subject to conditions.

Planning 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.

Planning History

There is no planning history relevant to the current application.

Suggested Conditions:

1. The proposed development must be begun not later than three years from the date of this permission.

Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the construction/implementation/siting of any air-conditioning or air-handling units on the building full details including design, location and technical specification shall be submitted to and approved in writing by the Local Planning Authority. The development shall then only be carried out in accordance with the approved details and maintained as such.

To ensure the details are acceptable in terms of visual amenity and impact on adjoining properties.

3. Prior to the construction of the superstructure of any part of the building samples of all external facing and roofing materials (notwithstanding any details shown on previously submitted plan(s) and specification) shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure that the materials used are visually appropriate to the locality.

4. The development hereby permitted shall only be carried out in conformity with the proposed ground and building slab levels shown on the approved plan(s) or as may otherwise be submitted to and agreed in writing with the Local Planning Authority before any the building is commenced.

Reason: To protect the appearance of the locality and in the interests of the amenities of local residents.

5. The parking and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the occupation of any part of the buildings; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015).

Reason: To ensure provision of adequate off-street parking facilities within the site.

6. Prior to the commencement of any development, other than site investigation and enabling works, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This is required to be pre-commencement condition to ensure a satisfactory scheme is incorporated into the development from the very start of the construction process.

7. Before any development hereby permitted is first commenced, other than site investigation and enabling works, full details of the means of foul water drainage/disposal shall have been submitted to

and approved in writing by the Local Planning Authority. The building shall be occupied until the works for foul water drainage/disposal have been completed in accordance with the approved details.

Reason: To ensure a satisfactory means of drainage. This is required to be pre-commencement condition to ensure a satisfactory scheme is incorporated into the development from the very start of the construction process.

8. The development shall be carried out using the ground surfacing materials detailed on the approved site plan and no others substituted unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the materials used are visually appropriate to the locality.

9. For the full period of construction, facilities shall be provided within the site by which means the wheels of vehicles may be cleaned before leaving the site.

Reason: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials thus creating a potential hazard to road users.

10. No development shall commence until details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include, as a minimum: a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + 30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of floor levels in AOD; b) The drainage strategy should demonstrate that the surface water run-off must not exceed the pre-development greenfield runoff rate.. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant); d) Flood water exceedance routes, both on and off site; e) A timetable for implementation, including phasing as applicable; f) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates; g) Details of water quality controls, where applicable; h) Details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development which, as a minimum, shall include: a) the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company; b) arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as: i) on-going inspections relating to performance and asset condition assessments: ii) operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime; c) means of access for maintenance and easements where applicable. The scheme shall be implemented in accordance with the approved details prior to first occupation of any part of the building, or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained, to ensure that there is no flood risk on or off the site resulting from the proposed development and to ensure that water quality is not detrimentally impacted by the development proposal. This is required to be pre-commencement condition to ensure an acceptable surface water drainage scheme is designed into the scheme from the outset.

11. Before any development hereby permitted is first commenced full details of the means of foul water drainage/disposal shall have been submitted to and approved in writing by the Local Planning Authority. No part of the building shall be occupied until the works for foul water drainage/disposal have been completed in accordance with the approved details.

Reason: To ensure a satisfactory means of drainage. this is required to be a pre-commencement condition to ensure a satisfactory foul drainage scheme is design into the scheme from the start.

12. No development shall take place (other than site investigation and enabling works) until a Remediation Statement has been submitted to and approved in writing by the Local Planning Authority

which shall include the details set out at paragraph 6.6 and 7 of the Phase 2 Site Investigation Report (ref: S150415/SI) carried out by Solmek submitted with the application as well as an implementation timetable and any monitoring proposals. A validation report containing any validation sampling result shall be submitted to the Local Planning Authority for written approval. Thereafter, the development all only be carried out in full accordance with the approved remediation proposal.

Reason: To protect the environment and prevent and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end sue. This is required to the a pre-commencement condition to ensure that the site is made safe for development before works commence.

13. The HSS Hire building (Primrose Cottage) shall not be demolished until a basic external photographic record of it has been submitted to and approved in writing by the Local Planning Authority.

Reason: To record the building prior to its demolition.

14. The features identified within the Smeeden Foreman Report (Smeeden Foreman (2015). Preliminary Ecological Appraisal Chorley Extra Care, Chorley, Lancashire) within the buildings to be demolished shall be removed by hand, prior to demolition works. If bats are found at any time during works, then work should cease immediately and advice sought from a suitably qualified bat worker.

Reason: The buildings on the site support features which could be used by roosting bats.

15. Prior to occupation of the building details of measures for biodiversity enhancement of the shall be submitted to and approved in writing by the Local Planning Authority. These should include: bat bricks and/or tubes within the new development; bat boxes and bird boxes.

Reason: To ensure that opportunities for biodiversity enhancement are incorporated into the new development

16. The development hereby permitted shall be carried out in accordance with the following approved plans:

Title	Drawing Reference	Received date
Site Location Plan	477/01(02)001 Rev A	13 th May 2016
Proposed Site Plan	477/01(02)003 Rev A	13 th May 2016
Proposed Floor Plans: Ground Floor Plan	477/01(02)010 #	4 th April 2016
Proposed Floor Plans: First Floor Plan	477/01(02)011 #	4 th April 2016
Proposed Floor Plans: Second Floor Plan	477/01(02)012 #	4 th April 2016
Proposed Site Sections Section A-A	477/01(02)202 #	4 th April 2016
Proposed Site Sections Section B-B & HH	477/01(02)201 #	4 th April 2016
Proposed Site Sections Section C-C	477/01(02)203 #	4 th April 2016
Proposed Site Sections Section D-D & E-E	477/01(02)204 #	4 th April 2016
Proposed Site Sections Section F-F & G-G	477/01(02)205 #	4 th April 2016
Typical 1B2P Flat Plan	477/01(02)013 #	4 th April 2016
Typical 2B3P Flat Plan	477/01(02)014 #	4 th April 2016

Reason: For the avoidance of doubt and in the interests of proper planning.

17. No development shall take place, other than site investigation and enabling works, until a Construction Method Statement has first been submitted to, and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide details of: the parking of vehicles of site operatives and visitors; hours of operation (including deliveries) during construction and demolition; loading and unloading of plant and materials; storage of plant and materials used in constructing the development; measures to control the emission of dust and dirt during construction and the location and height of any site compound including site cabins.

Reason: The site is located within close proximity to existing dwellings. The specified information is

required in the interests of highway safety and to protect the amenities of the nearby residents. This information is required prior to commencement to ensure that the entire project adheres to appropriate procedures.