

APPLICATION REPORT – 17/00438/FULMAJ

Validation Date: 12 June 2017

Ward: Chorley North West

Type of Application: Major Full Planning

Proposal: Erection of 14 dwellings, a building comprising flexible use commercial units and associated car park following demolition of Calder and Rydal Houses

Location: Calder House & Rydal House Highfield Road North Chorley PR7 1PH

Case Officer: Mr Iain Crossland

Applicant: Mr John Ambrose

Agent: Mr Chris Weetman

Consultation expiry: 31 July 2017

Decision due by: 11 September 2017

RECOMMENDATION

1. It is recommended that the application is approved subject to conditions and a Section 106 agreement securing a public open space financial contribution.

SITE DESCRIPTION

2. The application site comprises a former children's' home and offices used previously by Lancashire County Council. The site is located in the core settlement area of Chorley within an established residential location, with other commercial uses nearby to the south. The site is relatively flat and has a total area of 0.71 Ha, of which 0.4995 Ha is identified for the residential development, and 0.277 for commercial development.
3. To the immediate south, west and north of the site there are residential properties. To the east is the A6 where there is a mix of residential and commercial properties. Residential properties in the area are of a traditional design style with commercial units displaying a more utilitarian appearance.
4. The southern boundary abuts Chorley Hall Road, which serves a residential estate and is the current front access to the site. The northern boundary of the site meets with Highfield Road North, which serves a residential estate and is currently still the only access to Calder House and the service access to Rydal House.
5. The site is located on a high frequency bus route close to stops for the 125 Bus, which links Preston, Chorley, and Bolton and is approximately 0.6m from Chorley Town Centre and 0.8m from the Chorley Interchange (15 minute walk).

DESCRIPTION OF PROPOSED DEVELOPMENT

6. Planning permission is sought for a mix of uses comprising 14 residential dwellings on the Rydal House part of the site and a new mixed use commercial development adjacent to the A6 on the Calder House section. The commercial unit would be divisible and would be

restricted to use classes A1 (shops), A2 (financial and professional services), A3 (cafes and restaurants), or A5 (hot food takeaway).

7. The proposal involves the creation of a new access directly onto the A6 to serve the commercial element of the proposal, with the residential element being served by a continuation of the Highfield Road North, which would remain a no through route, with individual access points to the proposed dwellings facing Chorley Hall Road.

REPRESENTATIONS

8. 10 representations have been received from 8 addresses in objection to the proposed development. These raise the following issues:
 - Concern that Highfield Road would be linked to Preston Road or Chorley Hall Road.
 - Commercial element is out of character with the area.
 - Proper landscape screening should be included.
 - The commercial units should not be flexible.
 - Areas of operation should be specified.
 - Heights on plans are unspecified.
 - No provision for drainage / drainage difficulties.
 - Illuminated signage should not be allowed.
 - It is queried what provisions would be available for commercial bins.
 - No windows should be allowed to overlook the play area at the children's nursery.
 - A high wall should be built between the development and the play area at the children's nursery.
 - Impact on local parking.
 - Highfield Road North is not suitable for a commercial unit.
 - Impact on outlook from commercial units.

CONSULTATIONS

9. Lancashire County Council (Education): Based upon the latest assessment, taking into account all approved applications, LCC are seeking a contribution for 5 primary and 2 secondary school places.
10. Waste & Contaminated Land: Have no objection subject to an appropriate condition being attached.
11. Lancashire Highway Services: confirm that the proposed residential and commercial developments as shown on the submitted site plan, 16/032/P01 Rev B (12.05.2016), are acceptable subject to appropriate conditions and measures required to mitigate the impact of the proposed development.
12. Lead Local Flood Authority: No comments received.
13. Lancashire Constabulary Architectural Liaison: Have no objections.
14. Lancashire Archaeological Advisory Service: No objection subject to an appropriate condition.
15. United Utilities: No objection subject to suitable conditions being attached.
16. Greater Manchester Ecology Unit: No overall objections to the application on nature conservation grounds, although conditions will need to be attached to any permission in order to protect nature conservation interests.
17. The Coal Authority: No comments received.

PLANNING CONSIDERATIONS

Principle of the development

18. The National Planning Policy Framework (The Framework) states that housing applications should be considered in the context of the presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.
19. The application site is located in the core settlement area of Chorley, which is identified for growth in Core Strategy policy 1, and is an allocated housing site covered by policy HS1.18 of the Chorley Local Plan 2012 - 2026. The development of housing on this site is, therefore, considered acceptable in principle.
20. The proposed development also includes a commercial element that would take up part of the area allocated for housing. It must be considered, however, that the lawful use of Calder House is as offices. As such the use of this unit could be changed to storage as a permitted development or to shops, professional services, or cafes and restaurants on a temporary basis for two years as a permitted development. This presents a number of options, which exclude the need to get the permission of the Local Planning Authority. This is a material planning consideration in the determination of the planning application having regard to Section 38 of the Planning Act, and is a realistic fall-back position that must be considered.
21. The Chorley Local Plan estimates that the site as a housing allocation has the potential to provide approximately 26 dwellings. The proposed development would provide 14 dwellings resulting 12 dwellings less than the indicative housing supply set out in the Local Plan. The loss of a possible 12 dwellings from the projected supply of housing within the plan period up to 2026 is considered to be minor in the context of the overall housing supply over the whole of the plan period. This is particularly the case given that 12 dwellings could be readily provided by an unplanned windfall site. The potential for such windfall sites to come forward in Chorley over the plan period is realistic given recent planning history within the Borough.
22. Furthermore, and on the basis of the realistic fall-back position, it is considered that the development of part of the housing allocation for commercial use would not prejudice the overall aims of the plan and the ability to supply the housing necessary to satisfy the identified need.
23. In relation to the commercial element of the proposal, guidance contained within the Framework seeks to ensure the vitality of town centres and requires local planning authorities to, amongst other things, apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. When considering out of centre proposals preference should be given to sustainable sites that are well connected to the town centre. As such in accordance with the Framework a proposal for new retail provision within an out of centre location requires a sequential test.
24. Policy EP9 of the Chorley Local Plan 2012 - 2026 (Development in the edge of centre and out of centre locations) reinforces the guidance contained within the Framework and permits out of centre retail development within accessible locations, which do not harm the amenity of the area, and which do not detract from the function, vitality and viability of the town centre.
25. A sequential assessment has been submitted with the application that makes specific reference to Chorley Town Centre, edge of Chorley Town Centre and other local centre locations. The applicant has considered sequentially preferable sites and premises and has not identified any sequentially preferable sites or premises that would be suitable for the application proposal. The list of premises /sites are considered unsuitable for a range of reasons including being either too small for the optimum retail floorspace; inadequate access; are not available now; or are sequentially less preferable. There is no requirement to demonstrate impact as part of this application as the Framework sets out that local

planning authorities only require an impact assessment if the development is over a threshold of 2,500 sq.m. The proposed development would be well within this threshold.

26. The aim of the sequential test is to minimise the need to travel, provide a diverse range of services in one central location and make facilities accessible to all. The approach is intended to sustain and focus growth and investment in local centres. It is considered that the applicant has addressed policy EP9 criterion a) and c) of the Chorley Local Plan 2012 - 2026. The proposal has been designed to respond to local need through its flexibility and can be readily accessed in its catchment by walking, cycling or public transport. Given the relatively small scale of the proposed development, it would not detract from the function, vitality and viability of Chorley Town Centre or Local Centres at Park Road, Water Street and Harpers Lane. The impact of the proposal on the amenity of an adjacent area – criterion b) EP9 is addressed later in the report.

Design and impact on the character of the area

Residential element

27. The proposed development of 14 dwellings would take place on the Rydal House parcel of the site, which is bound by Chorley Hall Road to the south and the terminus of Highfield Road North to the north. There would be six dwellings facing onto Chorley Hall Road, which would create an active street frontage, currently lacking on this part of the site. This part of the residential element would be the most visible, but would reflect the prevailing residential frontage that exists along Chorley Hall Road.
28. The remaining eight properties would be accessed via a continuation of Highfield Road North, which would terminate in a cul-de-sac, with no through route, as it does presently. The proposed dwellings have been arranged in a logical layout, whereby they would face onto the highway and present an active frontage, with front elevations as focal points on advancing through the estate road.
29. All of the proposed dwellings are detached and would be traditional in appearance being faced in red brickwork and white render to reflect the prevailing local vernacular and character. Features such as art stone heads and sills, brick detailing, and gables would be applied to provide diversity and interest. It is noted that there are a range of property types in the area, and the use of a traditional design style is compatible.
30. The properties would all have garden areas providing sufficient storage for bins and driveway parking. Some of the properties would also have detached garages situated in inconspicuous positions. The frontages would be open plan contributing to an open and uncluttered street scene, and boundary treatments have been selected to provide adequate privacy in a domestic manner.
31. The overall density of the development would be relatively low, at approximately 28 dwellings per hectare, which reflects the suburban character of the area and density of nearby housing.
32. Overall the layout and design of the proposed development is considered acceptable and appropriate to the existing surrounding development and is in accordance with policy 17 of the Core Strategy.

Commercial element

33. The proposal includes the erection of new structure of contemporary design that would comprise a mixed use commercial unit. The proposed building would face Preston Road, with an area for car parking between the unit and the highway. The building would have a mono pitched roof and would be faced in red brick and grey cladding panels with large glazed units at ground floor. This would result in a simple modern design that is not uncommon amongst modern retail units and suits the needs of current retail methods in a functional and efficient manner.

34. There are a range of property types and styles in the area that have been developed over different periods of time from dwellings to large commercial units, resulting in mix of designs across the locality. The existing building itself is of an early modern design faced in buff brick and concrete tiles. The proposed building would incorporate large areas of red brick more in keeping with local building materials, and despite the simple modern design would not be out of place when considering the mix of architectural styles prevalent in the surrounding area.
35. The proposed building would provide an active street frontage onto Preston Road, although it would not be prominent in the street scene as it would be set back approximately 22m from the highway and would be sited at a lower level. The scale of the building is appropriate in the context of the site and surrounding structures, particularly given the degree to which the building is set-back in the site. The use of a shallow mono pitched roof as opposed to a dual pitched roof means that the height of the proposed building can be kept to a modest scale in keeping with neighbouring structures.
36. A substantial buffer of landscaping would be planted between the commercial unit and the residential element to the south to provide visual screening.
37. The proposed development would result in a physical improvement to the appearance of the site, which currently appears abandoned and dilapidated with buildings of poor quality appearance. It is acknowledged that an active use needs to be established on the site to address this. The proposal would result in the demolition and removal of the existing buildings to make way for the proposed dwellings and commercial unit with associated parking areas and landscaping. The proposed development would, therefore, result in an overall improvement in the appearance of the site and would subsequently enhance the character of the area and a main route into Chorley Town Centre.
38. The development is, therefore, considered to be in accordance with policy BNE1 of the Chorley Local Plan 2012 – 2026.

Impact on neighbour amenity

39. The proposed dwellings at plots 1 to 6 would be laid out facing onto Chorley Hall Road, thereby continuing the line of development along the road. Plot 6 is located to the west side of the property at 4 Chorley Hall Road, which is in use as a children's nursery. The proposed dwelling would not have any windows to habitable rooms facing onto this property and would not be directly visible from it. Plot 7 to the rear would be located approximately 18m from the main body of the property at 4 Chorley Hall Road. It would not have any parallel facing windows with this property and the windows in the rear elevation would not provide any direct views over the rear garden area at 4 Chorley Hall Road. Plot 14 would be located some 33m from the main body of the property at 4 Chorley Hall Road and again would not have any parallel facing windows or windows that would overlook the garden area.
40. Plots 1 to 6 would all be located at least 21m from the dwellings on the opposite side of Chorley Hall Road, which are bungalows.
41. Dwellings at 279 and 282 Highfield Road North are located immediately adjacent to the northern boundary of the site. 279 Highfield Road North would be located approximately 17m from the corner edge of the proposed dwelling at plot 12. There would be no facing windows and the degree of separation is such that there would be no adverse impact on light to or outlook from this property. 282 Highfield Road North would be located approximately 14m from the corner edge of the proposed dwelling at plot 13. Again there would be no facing windows and the degree of separation is such that there would be no adverse impact on light to or outlook from this property.
42. In terms of the interface distances between the proposed properties, these are considered to be acceptable in relation to the Council's guidelines taking into account the level changes across the site. It is noted that the interface between the rear of the properties at plots 3 and 9 and 4 and 8 are slightly short, however, this is necessary in order to provide adequate off street parking and to achieve an acceptable appearance and street scene.

43. The proposal is considered acceptable in terms of the relationship with the existing surrounding properties.
44. The proposed commercial unit would be located between dwellings at 29 and 13 Preston Road, with dwellings at 284 and 282 Highfield Road North to the rear. The proposed commercial building would measure approximately 39m by 14m. It would have a mono pitched roof with a maximum height of approximately 5.7m to the front sloping down to approximately 4.6m at the rear.
45. The proposed building would be located approximately 8m to the south of the property at 29 Preston Road and approximately 1.5m from the boundary. The building would not be directly visible from this dwelling and would have a limited impact on outlook, given the degree of separation, and scale of the building towards the rear and presence of a detached garage at this property. Although there may be some impact on light, this would be largely confined to the driveway to the side of the property. It is, therefore, considered that there would be no adverse impact on the amenity of the occupiers of this dwelling.
46. The proposed building would be located approximately 15m to the west of the property at 13 Preston Road, corner to corner, and approximately 9m from the boundary. The building would be indirectly visible but would have a limited impact on outlook, given the degree of separation, and scale of the building. There would be no impact on light, and although the building would be visible from the garden area it would not be dominant given the separation and scale.
47. The dwelling at 13 Preston Road would be located next to the vehicular access for customers and deliveries. It is noted that the site would become more actively used, with greater disturbance from comings and goings than the existing situation at the site. However, given the presence of Preston Road and its very heavy use in this location, it is considered that the level of noise and disturbance would be limited in the context of the noise and disturbance generated by the existing highway in this location.
48. The proposed commercial building would be located approximately 19m to the east of 284 Highfield Road North and 30m to the east of 282 Highfield Road North. The positioning and degree of separation is such that there would be no adverse impact on the amenity of the occupiers of these dwellings from the building itself.
49. In terms of the potential impact of increased noise and disturbance, it is acknowledged that the use of the building to include a mix of retail, professional services, restaurants / cafés, and / or takeaways would result in the arrival and departure of customers and the delivery of goods and collection of waste. The majority of activity would take place to the frontage on Preston Road, where the disturbance would be absorbed to an extent by the noise and disturbance created by the busy highway.
50. There would be a designated service yard to the rear and side of the site, which is where deliveries would be directed. The use of a 2.4m high screen fence would help to alleviate noise and disturbance between the commercial development and residential properties, whilst protecting the privacy of the neighbouring occupiers. There would also be dense landscaping to the rear to soften the visual impact. It is also recommended that conditions controlling hours of operation are attached to any grant of planning permission to ensure that the amenities of the neighbours are protected.

Impact on highway safety

51. The application submission includes a Transport Statement (TS) setting out the transport issues relating to the proposed development and details of the development proposal.
52. The residential parcel of the site is fronted by Chorley Hall Road, but extends north towards Calder House, which is abutted by Preston Road to the east. Highfield Road North is located north west of the application site. The proposal is for 8 of the houses to be accessed from Highfield Road North with the remaining 6 having direct access onto Chorley Hall Road.

Chorley Hall Road and Highfield Road North are both local access roads with 20mph speed limit restrictions. In addition to providing residential access, Highfield Road North provides access to Calder House.

53. The site is in a sustainable location close to local services and facilities. There are good quality footways for walking and the low speeds of the roads make them conducive to cycling. The nearest bus stop to the site is on Preston Road within the recommended 400m walking distance from the development. Although there have been three recorded slight traffic incidents at Preston Road/Highfield Road North and one serious incident on Preston Road outside the fuel station opposite Preston Road/Chorley Hall Road, these incidents were not due to a single identifiable common cause. The incidents were attributed to various causes and occurred in different circumstances. It is, therefore, not considered that accident mitigation measures are required.
54. The internal layout as shown on the proposed site plan indicates that the proposed site access and its connection to Highfield Road North would be 4.8m wide with footways on both sides. From the tracking information included in the TS, it appears the proposed turning head is sufficient in size to allow large vehicles such as refuse lorries to safely turn on site. The proposed direct frontage accesses for the 6 houses onto Chorley Hall Road raise no highway concern given the low speed of the road. It is, however, essential that all existing dropped crossings that become redundant as a result of the development are fully reinstated. These works together with the extension to the highway at Highfield Road North should be carried out by the highway authority or a contractor approved by the highway authority as part of a s278 agreement of the Highways Act 1980 with all expenses borne by the applicant.
55. The applicant's parking proposal accords with standard provision. The overall development layout should, however, be constructed to the Lancashire County Council in order to be acceptable for adoption under the Section 38 agreement of the Highways Act 1980.
56. The additional traffic to be generated by the proposed development would result in higher flows on the highway network, however, any adverse impact as a result of this increased flows would be minimal.
57. The proposal includes the demolition of the existing office buildings on site and the erection of a new building comprising flexible use commercial units. The net gross internal floor area of the building is approximately 500M². 27no. car parking spaces are to be provided on the frontage to the commercial units to be accessed from a new 5.5m wide access to be formed adjacent to 13 Preston Road. The access would be provided with 6.0m corner radii to enable vehicles to smoothly transition in and out of the site. The applicant proposes a service area to the rear of the units where loading and unloading would take place with a turning head to accommodate the turning of large goods vehicles. The tracking provided shows that large goods vehicles could turn within the area without difficulty.
58. The site access visibility splay is shown on the layout provided during the pre-planning application consultation (drawing no. J777/Access/Fig1 dated 20/11/2016) and seeks to demonstrate that visibility splays of 2.4m x 43m can be achieved with a slight alteration to the existing wall if one of the horizontal distances is extended to the centre line marking of the carriageway instead of the nearside kerb. The applicant's reason for extending the horizontal distance to the centre line of the carriageway as explained in Chapter 5, page 23 of the TS was because the hatchings and the existing refuge would prevent overtaking. While physical features such as the refuge can prevent overtaking, it appears in this particular case that there is adequate space between the feature and the access to allow vehicles to overtake each other. Moreover, hatchings would not prevent overtaking as stated by the applicant, as such it would have been more preferable for the horizontal distance to be measured to the nearside kerb. However, considering the proposal in the round, the splays are acceptable. For safe access into the site, the applicant proposes to remove some of the existing central hatchings to allow for a right turn lane to be provided. This is acceptable, however, the proposed alterations to the markings should include renewal of all

existing carriageway markings to be retained within the section of Preston Road between Highfield Road North and Chorley Hall Road.

59. The proposed residential and commercial developments as shown on the above quoted plan and the submitted site plan, 16/032/P01 Rev B (12.05.2016), are considered to be acceptable, however, the following measures would be required to mitigate the impact of the proposed development.
60. There are existing traffic islands to the north (near Preston Road/Highfield Road North) and south (near Preston Road/Chorley Hall Road) of the site. It is considered that both traffic islands should be changed to pedestrian refuge islands to incorporate dropped kerbs and tactile pavings. For the island to the north, the changes would involve altering the existing islands to include widening of the pedestrian standing area to at least 1.8m to include dropped kerbs and tactile pavings. The existing dropped kerbs to both opposite footways should then be realigned to the pedestrian standing area of the island and provided with tactile pavings. The same improvements are required for the existing traffic island to the south, however, due to the presence of a driveway, this island should be relocated to a suitable position between the access to 11 Preston Road and the adjoining access to the south. The pedestrian standing area should be widened to 1.8m with dropped kerbs and tactile pavings. The opposite footways should also be provided with dropped kerbs and tactile pavings in alignment with the pedestrian standing area of the island. The pedestrian refuge islands should incorporate the necessary illuminated bollards and traffic signage. Any dropped kerbs that become redundant as a result of the works should be reinstated to the original levels. These measures are to ensure pedestrian safety within the proximity of the site.
61. The above works should be undertaken through the Section 278 agreement of the Highways Act 1980 and all costs borne by the applicant.
62. Lancashire County Council as highway authority consider that for improved sustainability and accessibility of the site, the existing bus stop outside the site should be improved to a standard complying with the Equality Act 2010. This would involve provision of raised kerbs, bus stop markings and signs; and a clearway extending the entire width of the site to prohibit vehicles waiting/parking on the highway in front of the site to ensure visibility. It is not considered, however, that these works are necessary to make the development acceptable, and, therefore, a condition requiring such works would not meet with the six tests set out in the NPPG.
63. There are no highway objections to the proposed development on the basis that appropriate highway safety measures are implemented and the proposal is, therefore, considered acceptable in relation to parking and highway safety.

Ecology

64. An Ecological Assessment has been submitted with the application and reviewed by the Council's ecology advisor. The site is generally of low ecological value, however, the survey found that the application site and adjacent land supported positive evidence of roosting bats.
65. The presence of roosting bats is a material planning consideration, and since a European protected species Licence may be required to be obtained from Natural England in order to implement any planning approval the 'three tests' of the EU Habitats Regulations will need to be met before a Licence can be granted. The tests are –
 - i) That the development is "in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment";
 - ii) That there is "no satisfactory alternative";

iii) That the derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.

66. In considering planning applications that may affect European Protected Species, Local Planning Authorities are bound by Regulation 9(1) and 9(5) of the Conservation of Habitats and Species Regulations 2010 to have regard to the Habitats Directive when exercising their function. Government Circular 05/06 gives guidance to local authorities on how these issues should be considered. All three tests must be satisfied before planning permission is granted on a site.
67. The first two tests are essentially land-use planning tests. The application includes 14 dwellings on a site allocated for housing. As there is an identified housing need in the borough and the site has been included within the local plan as being required to contribute towards fulfilling that need then the proposal is considered to be imperative for social reasons. As local amenities and employment would be provided through the development of the commercial element of the site these would also contribute to the social and economic interest. Together these are considered to override the public interest of conserving the presence of bats on the site.
68. The site has been allocated for housing within the local plan and as such any alternative allocations have been assessed and dismissed as part of this process. As such it is considered that there are no satisfactory alternatives.
69. As regards the third test the Council's ecology advisors consider that this test could be satisfied providing that appropriate conditions as recommended by them are applied.

Sustainability

70. Policy 27 of the Core Strategy requires all new dwellings to be constructed to Level 4 of the Code for Sustainable Homes or Level 6 if they are commenced from 1st January 2016. It also requires sites of five or more dwellings to have either additional building fabric insulation measures or reduce the carbon dioxide emissions of predicted energy use by at least 15% through decentralised, renewable or low carbon energy sources. The 2015 Deregulation Bill received Royal Assent on Thursday 26th March 2015, which effectively removes Code for Sustainable Homes. The Bill does include transitional provisions which include:

“For the specific issue of energy performance, local planning authorities will continue to be able to set and apply policies in their Local Plans which require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of zero carbon homes policy in late 2016. The government has stated that, from then, the energy performance requirements in Building Regulations will be set at a level equivalent to the (outgoing) Code for Sustainable Homes Level 4. Until the amendment is commenced, we would expect local planning authorities to take this statement of the government's intention into account in applying existing policies and not set conditions with requirements above a Code Level 4 equivalent.”

“Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance.”

71. Given this change, instead of meeting the code level the dwellings should achieve a minimum Dwelling Emission Rate of 19% above 2013 Building Regulations in accordance with the above provisions. This can be controlled by a condition.

Public Open Space (POS)

72. The proposed development would generate a requirement for the provision of public open space in line with policies HS4a and HS4b of the Chorley Local Plan 2012 – 2026 and the Open Space and Playing Pitch SPD.
73. The grant of planning permission is subject to the applicant entering into a Section 106 agreement to make a contribution towards the requirement for the provision of public open space in line with policies HS4a and HS4b of the Chorley Local Plan 2012 – 2026.

Education provision

74. Lancashire County Council (LCC) as Education Authority have requested a contribution towards five primary school places (£71,086.55) and two secondary places (£42,846.54). The request for a contribution from LCC Education is noted, however this is an allocated site and education requests such as this are included within the provisions of the Community Infrastructure Levy.

Community Infrastructure Levy

75. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. The proposed development will be a chargeable development and the charge is subject to indexation in accordance with the Council's Charging Schedule.

CONCLUSION

76. The proposed development would have the benefit of providing a mix of small commercial units and new housing in a sustainable location, and would have only a very limited impact on the long term supply to available housing land. The proposal would have no unacceptable detrimental impact on the amenity of neighbouring occupiers and would result in an overall improvement in the appearance of the site and character of the area. In addition there would be no unacceptable impact on highway safety. On the basis of the above, it is recommended that planning permission be granted.

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

RELEVANT HISTORY OF THE SITE

Ref: 5/1/02522 **Decision:** PERFPP **Decision Date:** 5 October 1965
Description: Erection of nursery/ children's home for 10/12 children, Preston Road, Chorley

Ref: 5/1/02714 **Decision:** PERFPP **Decision Date:** 14 December 1966
Description: Erection of nursery/childrens nest

Ref: 96/00750/CTY **Decision:** PERLCC **Decision Date:** 20 December 1996
Description: Regulation 3 Application for the provision of pedestrian entrance to Preston Road (A6)

Ref: 94/00972/LCC **Decision:** PERMIT **Decision Date:** 1 February 1995
Description: Change of Use from Children's Home to Office Accommodation including additional Car Parking to rear

Ref: 03/00072/LCC **Decision:** PERMIT **Decision Date:** 24 March 2003
Description: Erection of 2.4m high diamex security fencing around boundary of the fence

Ref: 16/00514/DEMCON **Decision:** PERDEM **Decision Date:** 8 August 2016
Description: Application for prior determination of the proposed demolition of existing building

Suggested Conditions

To follow