

APPLICATION REPORT – 19/00091/FULMAJ

Validation Date: 6 February 2019

Ward: Chorley South East

Type of Application: Major Full Planning

Proposal: Demolition of existing building and erection of new commercial buildings

Location: Haslem Printers Ltd Standish Street Chorley PR7 3AJ

Case Officer: Mr Iain Crossland

Applicant: Mr Michael Almond

Agent: Mr Chris Weetman

Consultation expiry: 25 March 2019

Decision due by: 24 May 2019

RECOMMENDATION

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

SITE DESCRIPTION

2. The application site comprises a vacant mill building, and associated space around it. The site is positioned on the north side of Standish Street, which is not a through road, and is located in a largely commercial area of Chorley to the south of the town centre. The subject property has a short frontage onto Standish Street close to the terminus of the street. The building is not of any particular character and is fairly unobtrusive, particularly in the context of the adjacent Standish Street Mill, which is a 5-storey former textile mill.
3. It is noted that the wider site ownership comprises the Standish Street Mill, which is a characterful building of some historic value. There is a current application that is under consideration for the conversion of this building to residential apartments.
4. The physical character of the wider area is mixed with both traditional buildings and more contemporary ones.

DESCRIPTION OF PROPOSED DEVELOPMENT

5. This application seeks planning permission for the demolition of existing buildings and erection of new commercial buildings comprising classes B1 and B8 uses.

REPRESENTATIONS

6. Representations have been received from the occupiers of one address who support the development in principle but have raised the following issues:
 - Concerns with regards to on street parking and vehicle conflict.
 - Many local workers park on Standish Street and surrounding streets.
 - Any temporary street closures would affect local businesses.

- Customer vehicles could be damaged by building and demolition works.
- Noise and disruption during building works.
- Possible contaminants may be released into the atmosphere.

CONSULTATIONS

7. Waste & Contaminated Land: Has no objection subject to condition.
8. Lancashire Highway Services: Have no objection subject to conditions.
9. Lead Local Flood Authority: Have no objection subject to conditions.

PLANNING CONSIDERATIONS

Principle of the development

10. The National Planning Policy Framework (The Framework) states that development proposals 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.
11. The application site is located in the core settlement area of Chorley close to the town centre. The Central Lancashire Core Strategy Policy 1 is concerned with locating growth and identifies Chorley Town as a Key Service Centre under criterion (b), where growth and investment should be concentrated.
12. The site is located within the core settlement area, under policy V2 of the Chorley Local Plan 2012 - 2026. Within the settlement boundary there is a presumption in favour of appropriate sustainable development, subject to material planning considerations and other policies and proposals.
13. The application site was most recently used as part of a commercial printing works, which falls to be considered as an employment use. The site is therefore defined as an employment site and must be assessed against policy 10 of the Core Strategy. This sets out that all existing employment premises and sites last used for employment will be protected for employment use. There will be a presumption that "Best Urban" and "Good Urban" sites will be retained for B use class employment use. This policy covers and protects class B1, B2 and B8 employment uses. Proposals on all employment sites/premises for re-use or redevelopment other than B use class employment uses will be assessed under criteria (a) to (f).
14. The proposed development would replace existing employment premises with new and improved employment premises of similar scale and therefore the proposed development would be in compliance with policy 10.
15. Policy EP3 of the Chorley Local Plan 2012-2026 provides guidance for the development of new business development, such as that which is proposed. This policy sets out a number of criteria to be satisfied. The most relevant criteria to this proposal are set out and assessed as follows:
16. *a) they are of a scale and character that is commensurate with the size of the settlement;*
The development is of a scale that is commensurate with the area of the application site and scale of other nearby buildings. The scale and appearance of the units would differ between three distinct parts, however, the development would be in keeping with the character of the area given the range of buildings in the vicinity, which includes large commercial buildings of contemporary and traditional appearance.
17. *b) the site is planned and laid out on a comprehensive basis;*
The development would form part of a wider site, part of which has been proposed for residential development under a separate application and therefore the site is laid out on a comprehensive basis.

18. *c) the site will not prejudice future, or current economic activities within nearby areas;*
There is no evidence to suggest that the proposed development would prejudice future, or current economic activities within nearby areas;
19. *d) the proposal will not cause unacceptable harm e.g. noise, smells to surrounding uses;*
The proposed development would not result in any greater impact on noise or disturbance than is currently experienced as a result of the businesses located on the wider site;
20. *e) the site has an adequate access that would not create a traffic hazard or have an undue environmental impact;*
The existing access would be retained and unaltered.
21. *f) the proposal will be served by public transport and provide pedestrian and cycle links to adjacent areas;*
The location is very well served by public transport as it is within walking distance of Chorley rail station and bus station and is within walking distance of a dense catchment of residents.
22. *h) adequate screening is provided where necessary to any unsightly feature of the development and security fencing is located to the internal edge of any perimeter landscaping;*
The development is not considered to be unsightly and, therefore, screening is not considered necessary. No security fencing is proposed at this stage and therefore it is recommended that the boundary treatment details are secured by condition.
23. *i) on the edges of industrial areas, where sites adjoin residential areas or open countryside, developers will be required to provide substantial peripheral landscaping;*
No landscaping is proposed at this stage, and it would appear that opportunities for the landscaping of the site are very limited and therefore inconsequential. The lack of any landscaping on this part of the site would not, however, result in any undue harm.
24. *j) the development makes safe and convenient access provision for people with disabilities;*
The proposed buildings would have level or ramped access, there would be an internal lifts and the development would need to comply with DDA regulations.
25. *k) the buildings are designed, laid out and landscaped to maximise the energy conservation potential of any development, and to minimise the risk of crime;*
The proposed building would occupy a similar footprint of the existing buildings, with the office element being to the southern portion of the site. Policy 27 of the Central Lancashire Core Strategy requires buildings to achieve a certain level of BREEAM, however given the nature of the use and the design of the building (i.e. large proportion of the building to be B8) it is not considered appropriate to apply the requirements of policy 27 in this case.
26. The proposed development is considered to be compatible with policy EP3 as a whole and would be of benefit to the site and wider area.

Impact on the conservation area and heritage assets

27. Standish Street Mill, the subject of planning application 19/00090/FULMAJ and the surviving remnant of Brunswick Mill (latterly known as Viking Mill), the subject of this application are both former cotton mills that currently carry no designation, neither local nor national. For Brunswick Mill this is no great surprise as so little of the original mill building survives. Standish Street Mill is, however, substantially complete, apart from a somewhat truncated chimney.
28. The buildings on the application site only survive as a very small fragment of the original Brunswick Mill complex. As such it is considered that there is little historic significance that can be associated with these remaining structures, and those structures that do remain have been altered to the extent that any historical significance has been considerably eroded.

29. The proposed simple contemporary style of the buildings that are proposed is considered to be appropriate. They would remain subordinate in scale to the adjacent and historically significant Standish Street Mill.
30. Given the historical association of the site as part of a wider mill complex it is considered necessary to make permission conditional on an archaeological building record being undertaken prior to the commencement of any works on site. It is recommended that a condition is attached to secure this.

Design and impact on the character of the area

31. The site is prominent in Standish Street and from a number of vistas beyond at Bolton Street, George Street and the town centre bypass. The scale and appearance of the units would differ between three distinct parts with a two storey office building of contemporary appearance fronting Standish Street. This element would be of similar scale to the existing building that is currently situated in this position. Attached to this would be a lower level storage building that would be less visible due to surrounding structures and beyond this a taller storage building of contemporary design typical of modern 'self storage' units. This taller storage building would be more visible from the adjacent Chorley Retail Park, which comprises modern units of not dissimilar style and scale such as the large Wickes unit. Other units on this site are modern but of smaller scale.
32. The proposed arrangement would be compatible with the surrounding buildings both in terms of character and scale, and would be commensurate with the area of the site. It is also considered that given the deteriorating nature of the buildings on the application site and negative impact that these have on the character of the area the proposed development would result in a positive benefit.
33. Overall the development would be in keeping with the character of the area given the range of building scales and appearance in the vicinity, which includes large commercial buildings of contemporary and traditional appearance.

Impact on neighbour amenity

34. The nearest dwellings to the application site are located on Burlington Street approximately 45m to the south of the site. These dwellings are separated from the site to such an extent that there would be no adverse impact on the occupiers of these dwellings from the proposed development.

Highway safety

35. The application site is located on the north side of Standish Street in Chorley within the commercial triangle of George Street to the north, Lyons Lane South to the east, and Bolton Street to the west. It is surrounded predominantly by car dealerships and auto repair shops. The site is occupied by an existing mill building and other industrial buildings with off-street parking and has two accesses to Standish Street that are internally interlinked. The existing use of the site is stated as printworks.
36. Standish Street is not a through road and vehicular access is only from Bolton Street, but pedestrians and cyclists access the site from both Bolton Street and Lyons Lane South. The site has two accesses to Standish Street, which the applicant proposes to improve to widths of 6.0m with 3.0m corner radii as part of the proposed development. The proposed 6.0m widths are acceptable for the accesses, but the 3.0m radii would not allow smooth transition of vehicles in and out of the sites and should be increased to 6.0m to be acceptable.
37. Standish Street is a 230m long cul-de-sac with vehicle access from Bolton Street in the west. To the east, Lyons Lane South is closed to motor vehicles, but with access for pedestrians/cyclists. Standish Street has no turning facility and motorists often utilise private frontage spaces to undertake turning manoeuvres. It is an adopted highway with average carriageway width of approximately 6.0m with footways on both sides. It is subject to 30mph speed limit with 'No waiting at Anytime' restrictions on both sides of its junction with Bolton Street for 40m. From the end of the 40m, the waiting restriction extends only on the south

side of the street for the rest of its length. The north side, which has no waiting restrictions is always fully parked with cars thought to belong to customers and workers in the area.

38. Visibility at Bolton Street/Standish Street is good and there are two signal controlled crossings just to the north of the junction to assist pedestrians/cyclists to safely cross the road to the local ASDA Superstore and other amenities and local services.
39. The site is close to Chorley town centre with lit walkable streets and good quality footways of varying widths. Footways in the area are generally in excess of the recommended minimum width of 2.0m, but the footways on Standish Street are less than the 2.0m width with very few dropped crossings and tactile pavings.
40. There are defined on-road cycle routes within walking distance of the site to the north and south including the National Cycle Route 55 accessible via the A6. The footways on both sides of Bolton Street are shared pedestrian/cyclist routes. There are 8no bus stops within 400m walking distance from the centre of the site on Lyons Lane South, Bolton Street, George Street and Pall Mall.
41. LCC's injury accident database has been checked and it shows that there are no recorded injury accidents on Standish Street in the last 5 years, but two accidents resulting in slight casualties occurred in both directions close to Bolton Street/Standish Street.
42. The current application is one of two submitted that would lead to the site being divided into two parts following the proposed developments. The part subject to this application is edged red on the location plan and has existing industrial buildings. The proposal is to demolish the existing buildings and erect new commercial buildings comprising offices and storage units, with 18no off-street parking spaces as shown on submitted site plan

Site access:

43. The existing site as a whole has two accesses to Standish Street which are internally inter-connected, but as part of the proposed developments, the sites would be severed with individual accesses. The existing accesses are proposed to be improved to 6.0m widths with 3.0m corner radii, but as indicated above, while the 6.0m widths are acceptable, the proposed 3.0m radii should be increased to 6.0m to allow drivers to more smoothly access and egress the sites. The radius on the bend of the site access road of the current site should also be increased to 6.0m to ease manoeuvring of vehicles and swept path analysis should be provided to ensure vehicles do not overrun the footway.
44. Dropped kerbs and tactile pavings should be provided on both sides of the proposed site access for both sites to guide and alert the blind and partially sighted pedestrians of the presence of the vehicle accesses and to facilitate access for wheel/push chair users. For the same reason, dropped kerbs and tactile pavings should be provided at all vehicle entrances on Standish Street.
45. Works involving alterations to the footway at the site accesses and the installation of the dropped kerbs and tactile pavings on the entire Standish Street are to be undertaken through s278 agreement.

Internal layout / Parking:

46. The proposed layout shows that from the entrance, the 6.0m width would be maintained into the site with 18no off-street parking spaces provided, including 2no disabled spaces. This overall is 2no spaces less than required to meet Local Authority Standard, but the parking proposal is acceptable. The space within curtilage also considered adequate to allow large/heavy goods vehicles to turn on site and exit driving forward. No provisions have been made for cycle storage, motorcycle parking, and bin storage. It is therefore recommended that a condition be attached to any grant of planning permission to require these details.

Sustainability/Accessibility by non-car modes.

47. The site is well served by public transport with acceptable service frequencies. The bus stops are well within the preferred maximum walking distance of the site with the routes

served by good quality footways with recent physical improvements to disability friendly standards except two bus stops on Lyons Lane South (in both directions of Goring Street), which would need to be secured by LCC through a s278 agreement.

Mitigation measures

48. To help address the transport issues that have arisen in relation to the proposed development, it is considered improvements should be carried out to the two existing bus stops on Lyons Lane South near Lyons Lane South/Goring Street. The improvements should be disability compliant with the provision of raised boarding platforms and kerbs, new bus stop bays and associated carriageway and worded markings, clearways and all necessary signage and a new shelter for the bus stop on the northbound lane.
49. Where developments are proposed, the Framework requires appropriate opportunities to promote sustainable transport modes to be taken up, giving priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport and with appropriate facilities that encourage public transport use. The Framework also stresses the need for proposed developments to also address the needs of people with disabilities and reduced mobility in relation to all modes of transport. As indicated earlier, these two bus stops are within 400m walking distance of the site, but do not comply with the regulations regarding use by the disabled. Hence the need for the improvements.
50. As indicated above, dropped kerbs and tactile pavings are to be installed at all vehicle entrances on Standish Street for its entire length. Apart from being directly related to the proposed development, the mitigation measures are considered fairly and reasonably related in scale and kind to the development and are necessary to make the development acceptable. It is therefore important the measures are delivered.
51. Improvements to the bus stops, provision of dropped kerbs and tactile pavings on Standish Lane and alterations to the site accesses constitute works within the highway and as such would be undertaken through s278 agreement with all costs borne by the applicant.
52. The proposed development is likely to have an effect on the local highway network during construction phase. Therefore, in line with the suggested condition below, prior to any works commencing on site, the applicant should submit a Construction Traffic Management Plan. The Plan should contain information on the number of vehicle trips, hours of operation and suitable means of mitigation of negative impacts. The Plan should also provide details to better manage all types of HGV movements to and from the sites and should identify where safe and legal loading can take place and should provide details of how deliveries are to be proactively managed to reduce the number of vehicle movements to and from the sites.

Employment skills

53. The Central Lancashire Employment Skills Supplementary Planning Document (SPD) was adopted in September 2017. The SPD introduces Employment Skills Statements and provides clarity as to how this requirement relates to the relevant policies set out in the Core Strategy and Local Plan as well as the guidance set out in the Framework. The SPD goes on to state that one of Central Lancashire's priorities is to encourage economic growth within Central Lancashire that benefits the people and businesses in the three boroughs. The SPD seeks to;
 - Increase employment opportunities by helping local businesses to improve, grow and take on more staff
 - help businesses to find suitable staff and suppliers, especially local ones
 - improve the skills of local people to enable them to take advantage of the resulting employment opportunities
 - help businesses already located in Central Lancashire to grow and attract new businesses into the area
54. The SPD requires development over certain thresholds to be accompanied by an Employment and Skills Statement to ensure the right skills and employment opportunities

are provided at the right time. This is to the benefit of both the developer and local population and covers the following areas:

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

55. Section 7 of the ES assesses the potential socio-economic impacts of the development including;

- The potential effects of the proposed development arising through construction, eg the temporary construction employment associated with the proposed development of new employment floorspace.
- The potential effects of the proposed development arising through new employment from the development (e.g. the permanent jobs supported once the development is complete and occupied).

56. The measures indicated in the Employment Skills Statement can be secured via a planning condition, and it is recommended that a condition requiring an employment and skills plan is attached to any grant of planning permission.

Community Infrastructure Levy (CIL)

57. The Chorley CIL Infrastructure Charging Schedule provides a specific amount for development. The CIL Charging Schedule was adopted on 16 July 2013 and charging commenced on 1 September 2013. This development is subject to the CIL Charge for industrial and office units as listed in Chorley Councils CIL Charging Schedule, which is currently £0 per square metre.

Other matters

58. Concerns with regards to on street parking and vehicle conflict: Although it is recognised that staff and customers of local businesses currently park on Standish Street the availability of on street car parking is a benefit, which cannot be guaranteed and as such cannot be protected in relation to an application for planning permission.

59. Any temporary street closures would affect local businesses: It is not known at this stage whether any road closures would be necessary as this does not form part of any planning assessment.

60. Noise and disruption during building works: Noise and disruption is an inevitable consequence of any development activities. It is, however, recommended that given the scale of the proposed development and proximity of surrounding businesses a construction method statement and management plan should be secured by condition.

61. Customer vehicles could be damaged by building and demolition works: Any damage to vehicles or property is a matter that can only be addressed at the time such damage may occur and is the private responsibility of the parties involved. The construction method statement and management plan should help to alleviate the potential for damage to surrounding property.

CONCLUSION

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

RELEVANT HISTORY OF THE SITE

Ref: 91/00879/FUL **Decision:** PERFPP **Decision Date:** 10 December 1991
Description: Erection of antennae and microwave dishes on roof tower

Ref: 77/00432/FUL **Decision:** REFFPP **Decision Date:** 23 August 1977
Description: Office accommodation on first floor

Ref: 76/00551/FUL **Decision:** PERFPP **Decision Date:** 24 August 1976
Description: Single storey building for manufacture of rainwear

Ref: 00/00423/TEL **Decision:** PAATEL **Decision Date:** 27 June 2000
Description: Notification of siting of 2 new 600mm microwave dishes on new poles, 4 LNA's on pole, 2 dual band dual polar antennae on new poles, 2 dual band dual polar antennae on new longer poles to replace existing,

Ref: 01/00472/FUL **Decision:** PERFPP **Decision Date:** 24 July 2001
Description: Installation of telecommunications equipment to include 6 wall mounted antennae, steel supports, 1 equipment cabin (internal), 2 dishes and associated equipment,

Ref: 02/00554/FUL **Decision:** PERFPP **Decision Date:** 8 August 2002
Description: Erection of equipment cabin on platform above existing store buildings,

Ref: 98/00867/TEL **Decision:** PANRQ **Decision Date:** 14 January 1999
Description: Prior notification of installation of 3 dual polar, pole mounted antenna and 4 pole mounted microwave dishes,

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

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

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

Suggested Conditions

No.	Condition
1.	<p>The proposed development must be begun not later than three years from the date of this permission.</p> <p>Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>

2.	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <table><tr><th>Title</th><th>Drawing Reference</th><th>Received date</th></tr><tr><td>Location plan</td><td>18046-052</td><td>01 February 2019</td></tr><tr><td>Proposed site plan</td><td>18046-299</td><td>01 February 2019</td></tr><tr><td>Proposed elevations</td><td>18046-300</td><td>01 February 2019</td></tr><tr><td>Proposed plans</td><td>18046-301</td><td>01 February 2019</td></tr><tr><td>Proposed plans and sections</td><td>18046-302</td><td>01 February 2019</td></tr></table> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>	Title	Drawing Reference	Received date	Location plan	18046-052	01 February 2019	Proposed site plan	18046-299	01 February 2019	Proposed elevations	18046-300	01 February 2019	Proposed plans	18046-301	01 February 2019	Proposed plans and sections	18046-302	01 February 2019
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3.	<p>Prior to the commencement of development, other than demolition and enabling works, 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.</p> <p>Reason: To ensure that the materials used are visually appropriate to the locality.</p>																		
4.	<p>Prior to the commencement of development, other than demolition and enabling works, full details of the alignment, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No part of the building hereby approved shall be occupied before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.</p> <p>Reason: To ensure a visually satisfactory form of development and to protect the amenities of occupiers of nearby property.</p>																		
5.	<p>Prior to the commencement of development, other than demolition and enabling works, an Employment and Skills Plan that is tailored to the development and will set out the employment skills opportunities for the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the Employment and Skills Plan (in the interests of delivering local employment and skills training opportunities in accordance with Core Strategy Policy 15: Skills and Economic Inclusion).</p> <p>Reason: In the interests of delivering local employment and skills training opportunities as per the Central Lancashire Core Strategy Policy 15: Skills and Economic Inclusion and the Central Lancashire Employment Skills Supplementary Planning Document September 2017. No Employment and Skills Plan was submitted with the application.</p>																		
6.	<p>Due to past processes and activities at or adjacent to the above site, there is a potential for ground contamination. No development shall take place, other than demolition and enabling works until:</p> <p>a) a methodology for investigation and assessment of ground contamination has been submitted to and agreed in writing with the Local Planning Authority. The investigation and assessment shall be carried in accordance with current best practice including British Standard 10175:2011 'Investigation of potentially contaminated sites - Code of Practice'. The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;</p>																		

	<p>b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;</p> <p>c) the Local Planning Authority has given written approval to any remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of remediation works a validation report containing any validation sampling results shall be submitted to the Local Authority.</p> <p>Thereafter, the development shall only be carried out in full accordance with the approved remediation proposals.</p> <p>Should, during the course of the development, any contaminated material other than that referred to in the investigation and risk assessment report and identified for treatment in the remediation proposals be discovered, then the development should cease until such time as further remediation proposals have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: Please note it is the applicant's responsibility to properly address any land contamination issues, to ensure the site is suitable for the proposed end-use, in accordance with Paragraph 121 of the National Planning Policy Framework (DCLG, 2012).</p>
7.	<p>The premises hereby approved shall be used for no purpose other than those in Class B1 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).</p> <p>Reason: To define the permission and in the interests of maintaining neighbour amenity.</p>
8.	<p>Prior to the commencement of development, other than demolition and enabling works, a scheme for the construction of the site access and the off-site works of highway improvement shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.</p> <p>Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.</p>
9.	<p>No part of the development hereby approved shall be occupied or opened for trading until the approved scheme for the construction of the site access and the off-site works of highway improvement has been constructed and completed in accordance with the scheme details.</p> <p>Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.</p>
10.	<p>The parking and associated manoeuvring facilities detailed on plan reference 18046-299, received on 01 February 2019, and identified as 'Proposed Site Plan' shall be made available in accordance with the approved plan prior to the first occupation of the development hereby permitted and shall be retained at all times thereafter specifically for this purpose.</p> <p>Reason: To ensure the provision of adequate car parking on site and in the interest of highway safety.</p>
11.	<p>Prior to the commencement of development, including demolition, a Construction Traffic Management Plan (CTMA) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CTMA to include the following provisions:-</p>

	<p>a) The parking of vehicles of site operatives and visitors;</p> <p>b) Loading and unloading of plant and materials used in the construction of the development;</p> <p>c) Storage of such plant and materials;</p> <p>d) Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used;</p> <p>e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)</p> <p>f) Routes to be used by vehicles carrying plant and materials to and from the site;</p> <p>g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.</p> <p>Reasons: to protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.</p>
12.	<p>Prior to the commencement of development, other than demolition and enabling works, details of the design, based on sustainable drainage principles, and implementation of an appropriate surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Those details shall include, as a minimum:</p> <p>a) Information about the lifetime of the development, design storm period and intensity (1 in 30 & 1 in 100 year + allowance for climate change see EA advice Flood risk assessments: climate change allowances'), 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;</p> <p>b) In accordance standard S3 and S5 of the Non-statutory technical standards for sustainable drainage systems 2015, the drainage strategy should demonstrate that the surface water run-off must be as close as reasonable practicable to greenfield runoff rate from the development. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>c) A plan showing flood water exceedance routes, both on and off site;</p> <p>d) A timetable for implementation, including phasing as applicable;</p> <p>e) Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates;</p> <p>f) Details of water quality controls, where applicable.</p> <p>The scheme shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, 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.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. To ensure that the proposed development can be adequately drained. 2. To ensure that there is no flood risk on or off the site resulting from the proposed Development.
13.	<p>Prior to the commencement of development, other than demolition and enabling works, details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority, which, as a minimum, shall include:</p> <p>a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by Management Company</p> <p>b) Arrangements concerning appropriate funding mechanisms for its on-going</p>

	<p>maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:</p> <ul style="list-style-type: none"> 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; <p>c) Means of access for maintenance and easements where applicable.</p> <p>The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.</p> <p>Reasons:</p> <ul style="list-style-type: none"> 1. To ensure that appropriate and sufficient funding and maintenance mechanisms are put in place for the lifetime of the development. 2. To reduce the flood risk to the development as a result of inadequate maintenance. 3. To identify the responsible organisation/body/company/undertaker for the sustainable drainage system.
14.	<p>No works shall take place until the applicant, or their agent or successors in title, have secured the implementation of a programme of building recording and analysis. This must be carried out by a professionally qualified archaeological/building recording consultant or organisation in accordance with a written scheme of investigation which shall first have been submitted to and agreed in writing by the Local Planning Authority (Chorley Council). Upon completion of the programme of building recording and analysis it shall be submitted to the Local Planning Authority.</p> <p>Reason: To ensure and safeguard the recording and inspection of matters of archaeological/historic importance associated with the building.</p>
15.	<p>Prior to the commencement of development, other than demolition and enabling works details of bin storage and secured cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the first occupation/use of the development. The facilities shall be retained at all times thereafter.</p> <p>Reason: To encourage sustainable transport modes and to ensure a visually satisfactory form of development.</p>