

Item	10/00459/FUL
Case Officer	Caron Taylor
Ward	Adlington & Anderton
Proposal	Proposed 2 storey development of 8 apartments
Location	St Johns Ambulance Hall 1 Granville Street Adlington ChorleyPR6 9PY
Applicant	Pel Developments Ltd.

Consultation expiry: 8 September 2010

Application expiry: 5 August 2010

Proposal

1. This application is a full application for the erection of a two-storey development of 8 apartments.
2. The application was withdrawn from July's Committee agenda due to errors on the submitted plans. Corrected plans have been submitted and in addition the roof has been amended so that it now has a lower pitch.
3. An application for a 3 storey development of 9 apartments on the site (ref: 09/00687/FUL) was withdrawn in October 2009.

Recommendation

4. It is recommended that this application is granted planning permission, subject to conditions.

Main Issues

5. The main issues for consideration in respect of this planning application are:
 - Principle of the proposal
 - Appearance, layout and scale
 - Access and parking
 - Impact on neighbour amenity

Representations

6. Six letters of objection has been received to the application. The points raised can be summarised as:
 - Object to the concept of flats in terms of the nature of the area and the traffic management problems that will arise;
 - The proposed vehicle access point to the flats is opposite the health centre in the most congested location on the street which will have an addition effect on highway safety and parking problems;
 - There will be more cars using the junction with Railway Road which will increase the dangers of this junction;
 - One resident states they have no objection to the revised plans (they are more acceptable than the previous submission) but traffic is a major concern. Granville Street is a busy cul-de-sac and many people use it to park for local school, churches and nursery resulting in high volumes of traffic and constant movement;
 - There is insufficient parking at the GP surgery. The site creates parking for the medical centre and there is still overspill parking to Granville Street, speeding vehicles and people turning round in residents driveways;
 - Although the scheme may propose enough parking for residents there will not be parking for visitors;

- Could traffic calming be put in place?
- The proposed building is not in keeping with the surrounding area. Granville Street is made up of bungalows and a higher, larger building will stick out like a sore thumb and be overbearing on the surrounding properties. It is too intensive for the site.
- Loss of light to the rear of the properties on Railway Road;
- The increase in height of the building and that the ridge comes nearer to their property than the existing building in relation to the path of the sun will make the rear of their property a dark and damp environment;
- The proposal will result in noise and disturbance due to people parking and travelling along the alleyway between the rear of the properties on Railway Road and the site due to limited parking at the surgery and no visitor parking for the flats;
- The scale of the proposal is excessive and too large for the area. It will have a
- detrimental impact on their properties and their lives.

Residents have been re-consulted on the latest corrected/amended plans and as a result a further letter of objection has been received on the following grounds:

- They feel the developer has not allowed enough space to accommodate the number of cars that will be used by the residents of the apartments. As they will be tight and narrow it is likely that residents will not use them correctly and will park their vehicles in the street for convenience;
- A security gate is proposed – recent fatalities involving such gates cause safety concerns and will further add to congestion on Granville Street whilst residents are waiting for the gate to open.

Adlington Town Council raise the following concerns regarding the application:

- It is understood there are restrictive covenants on the hall;
- The wall to the front of the building is shown as 1.4m, this is felt to be overbearing;
- The bin space is not big enough;
- Cycle parking spaces are not shown on the plans;
- Conditions regarding construction traffic should be applied;
- They have comments regarding discrepancies between the various submitted documents;
- The ridge height of the building has been reduced by 0.6m – this will improve the overall appearance of the building and make it a little less overbearing.

Consultations

7. United Utilities – have no objection to the proposal.
8. Lancashire County Council (Highways) – have no objection to the proposal.
9. Chorley Environmental Protection – request a condition in relation to ground contamination.
10. Coal Authority – standing advice.
11. Police Architectural Liaison Officer (MAPS) – notes from the design and access statement that the car park is to be Secured by Design Standard and gated. They note a similar gate is proposed to that which caused the light of the recent tragic deaths of two young children. They suggest that careful consideration be given to the Health and Safety issues that will arise [the design of the gate can be the subject of a planning condition to be approved by the Council]. They recommend the standard of doors and windows in relation to British Standards to reduce crime and make the homes a safer place for families to live and that alarms be fitted. They also recommend security lights to be fitted to the front entrance door area and on the rear of the property.

Assessment

Principle of the development

12. The site the subject of this application is currently occupied by St John Ambulance Hall and its associated carpark, which is no longer in use. The site falls within the definition of brownfield land in PPS3. The proposal is therefore acceptable in principle.

Appearance, Layout and Scale

13. Granville Street is a cul-de-sac situated off Railway Road. The residential properties on it are all bungalows, while the properties on Railway Road itself are two-storey terraces, the ones to the north of Granville Street back onto the site, separated by an alleyway. Opposite the site is Granville House Medical Centre and to the rear two-storey semi-detached dwellings back onto the site. The existing St John Ambulance hall is single storey to eaves height with a steeply pitched roof measuring approximately 7.8m at its highest point.
14. The proposed apartment building will be two-storey with its highest point measuring the same as the existing building (7.8m). It will have two front hipped gables and an entrance porch. On both floors there will be 3x two bed apartments and 1x one bed apartment. To the rear of the building there will be 10 parking spaces accessed down the side against the boundary with no. 3 Granville Street. At the front the building will be set back from the pavement by 8.5m where a further four parking spaces will be provided and a small lawned area with a path to the entrance door.
15. In terms of appearance the current St John Ambulance Hall is higher than the bungalows to the east of the site, due to its steeply pitched roof but the eaves height is only at single storey level. Although the proposed apartment block has a ridge that is approximately 1m lower than the current hall, it adds much more bulk to the site as it is two-storey in scale, although its floor area is not as deep.
16. The proposed apartment block will be viewed against the bungalows to the southeast and the properties on Railway Road to the northwest as well as the medical centre opposite. The front hipped gable of the proposed apartment building closet to the bungalow to the southeast (no. 3 Granville Street) will be set 0.5m lower (at 7.3m) than the main front gable of the building (at 7.8m) which will be set at a slightly lower height than the properties on Railway Road. As the building is viewed directly onwards there will therefore be a 'stepping down' of the building height between the higher buildings on Railway Road and the bungalows on Granville Street.
17. When the building is viewed from the top of Granville Street looking towards Railway Road it will be seen in the context of the houses on Railway Street and the medical centre, which although single storey has a steeply pitching roof that makes it taller than the bungalows.
18. The proposal is considered acceptable in terms of appearance, layout and scale in relation to the surrounding properties. It is acknowledged that it is a difficult site as it sits between properties that vary greatly in size. The design seeks to reflect this, being higher at the west side nearer the taller properties and steps down at the east side next to the bungalows.

Access and Parking

19. In relation to parking 14 spaces are proposed, 10 to the rear and 4 to the front of the building. This will provide two spaces for each of the two bed apartments and one space for each of the one bed apartments. This is in line with the Council's parking standards and is considered acceptable for the site. The size of the spaces is considered acceptable.
20. Residents have stated that the current site is used by people visiting the medical centre to park on and the proposal will increase traffic and parking problems on Granville Street. However, the site is privately owned and unrelated to the medical centre. This application should not be expected to solve existing parking problems that may exist in relation to the medical centre, but rather ensure that the parking to be provided for the apartments is sufficient so that the site does not add to parking problems on the street. I have assessed above that the parking provision proposed is in line with policy and is considered sufficient for the proposal.
21. In relation to comments on traffic calming being introduced on Granville Street, this is not something that can be secured through the planning application process.

Neighbour Amenity

22. The nearest properties to the proposed apartments are no. 3 Granville Street, the properties at nos. 74 to 82 Railway Road that back onto the side of the site and the properties to the rear on Rivington Avenue.
23. No. 3 Granville Street is a bungalow that is set further back on its plot than the other bungalows on this side of Granville Street. It has a flat roof side extension on its northwest elevation and flat roof detached garage forward of its front elevation against the boundary with the application site. The drive to the rear carpark will run along this boundary. The side elevation of this property has three windows facing towards the site, the central one is obscure glazed, but the two either side are clear glazed, there is however a boundary treatment between these windows and the application site of approximately 1.5m in height that screens the lower portion of these windows from the proposal. There will be 5m between the side elevation of the apartment block and the boundary with no. 3 Granville Street. The orientation of the proposed building will be to the north west of no. 3 so there will be no direct overshadowing to it. The relationship of the proposal to this property is therefore considered acceptable.
24. The properties to the rear are on Rivington Avenue and are semi-detached two-storey properties, some with rear extensions. There will be approximately 11m between the first floor windows of the apartments and the boundary with these properties and approximately 28m between these windows and the main rear elevations of the Rivington Avenue properties. This complies with the Council's interface distances and is considered an acceptable relationship.
25. Nos. 74 to 82 Railway Road are a row of six terraced properties that back onto the side of the site. Their rear gardens are separated from the site by an alleyway approximately 5m in width. The northwest elevation of the proposed apartment building will sit on the boundary with the alleyway. The existing hall building has a northwest elevation approximately 22.3m in length. This elevation on the proposed building will measure approximately 14.2m in length. Although the length of this elevation will be reduced compared to the existing hall it will be two-storey with an eaves height of 5m compared to the eaves height of the existing building of approximately 3.3m against the alleyway. Although the highest part of the roof of the proposed apartment building will be the same as the existing building (7.8m) the ridge of the apartment building will be closer to these properties and although it will be hipped away from them, due to their orientation it will have more impact on nos. 74 to 82 Railway Road than the existing building and there will be some increased shadowing to them until later in the afternoon.
26. However, comparing the proposed building with the existing and taking into account the reduction in the depth of the new building compared to the existing, it is not considered that the increased impact on these properties is at a level that would warrant refusal of the application.

Other Matters

27. Although not shown on the plans, the Design and Access Statement accompanying the application states that the apartments will have a security gate. This issue has been raised by an objector and the Police Architectural Liaison Officer. A condition is proposed requiring details of any gate to be approved by the Council, to ensure the Liaison Officer and Council are happy with any design and its positioning.
28. The Parish Council raise a number of issues. In relation to restrictive covenants on the building, this is not a planning matter that can be taken into consideration when determining the application. A condition is proposed regarding details of walls and gates to be submitted notwithstanding the details provided on the submitted plans so the Council can ensure they are appropriate to the street. In relation to cycle parking this is proposed inside the building under the stair well. In relation to the plans, a condition is proposed specifying the approved plans. Environmental Services have not raised any issues regarding the waste collection provision.

Overall Conclusion

29. The principle of the proposal is acceptable in policy terms. Although people visiting the medical centre park on the site as it is currently vacant, it is privately owned and unrelated to the medical centre. This application should not be expected to solve existing parking problems that

may exist in relation to the medical centre, but rather ensure that the parking to be provided for the apartments is sufficient so that the site does not add to parking problems on the street. It has been assessed that the parking provision proposed is sufficient for the proposal. The design takes account of the two very different heights of the buildings either side. Although the proposal will have some increased impact on nos. 74 to 82 Railway Road due to the increase bulk of the proposed building compared to the existing hall it is not considered that this is at a level that would warrant refusal of the application. The application is therefore considered acceptable in relation to policies GN1 and GN5 of the Local Plan and is recommended for approval subject to conditions.

Planning Policies

30. National Planning Policies:

PPS3

31. Adopted Chorley Borough Local Plan Review

Policies: GN1, GN5

Recommendation: Permit (Subject to Legal Agreement) 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. The development hereby permitted shall not commence until samples of all external facing materials to the proposed building(s) (notwithstanding any details shown on previously submitted plan(s) and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out using the approved external facing materials.

Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

3. The development hereby permitted shall not commence until full details of the colour, form and texture of all hard ground- surfacing materials (notwithstanding any such detail shown on previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in conformity with the approved details.

Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

4. Before the development hereby permitted is first occupied, the car park and vehicle manoeuvring areas shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR4 of the Adopted Chorley Borough Local Plan Review.

5. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences, walls and gates 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. The details shall include full details of any gate and its proposed position. No building shall be occupied or land used pursuant to this permission before all walls, fences and gates 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.

Reason: To ensure a visually satisfactory form of development, to protect the amenities of occupiers of nearby property and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

6. Before the use of the premises hereby permitted is first occupied, full details of any lighting proposals for the site shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such details shown on previously submitted plans. The development shall only be carried out in conformity with the approved details.

Reason: To protect the appearance of the locality, in the interests of public safety and crime prevention and in accordance with Policy GN5 and EP21A of the Adopted Chorley borough Local Plan Review.

7. Before the development hereby permitted is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall only be carried out in conformity with the approved details.

Reason: To protect the appearance of the locality, in the interests of the amenities of local residents and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

8. The approved plans are:

Plan Ref.	Stamp Dated:	Title:
GS/PL/MMX/001 Rev C	29 th July 2010	Proposed site plan, layouts and elevations

Reason: To define the permission and in the interests of the proper development of the site.

9. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail which may have previously been submitted. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform.

Reason: In the interests of the amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.

11. Due to the sensitive end-use, the development hereby permitted shall not commence until the applicant has submitted to and had approved in writing by the Local Planning Authority a report to identify any potential sources of contamination on and/or adjacent to the site and where appropriate, necessary remediation measures.

The report should include an initial desk study, site walkover and risk assessment and if the initial study identifies the potential for contamination to exist on site, the scope of a further study must then be agreed in writing with Local Planning Authority and thereafter undertaken and shall include details of the necessary remediation measures.

The development shall thereafter only be carried out following the remediation of the site in full accordance with the measures stipulated in the approved report.

Reason: In the interests of safety and in accordance with PPS23.

12. The highest part of the building (the roof ridge closest to no. 74 Railway Road) shall not exceed 7.8m. The building shall be constructed using the figured dimensions as shown on plan GS/PL/MMX/001 Rev C.

Reason: To define the permission and for the avoidance of doubt to ensure a satisfactory form of development.