

Application No.

91666/14



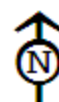
Development and Regeneration Department
Planning Control Section

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**Bolton
Council**

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Date of Meeting: 05/06/2014

Application Reference: 91666/14

Type of Application: Full Planning Application
Registration Date: 14/03/2014
Decision Due By: 12/06/2014
Responsible Officer: Alex Allen

**Location: FORMER RUTHERFORDS GARAGE & BOLT WORKS,
MANCHESTER ROAD, BOLTON. BL5 1EQ**

Proposal: ERECTION OF 14 NO SHELTERED LIVING APARTMENTS WITH
COMMUNAL FACILITIES, ASSOCIATED LANDSCAPING AND CAR
PARKING.

Ward: Hulton

Applicant: Melrose Developments
Agent : Walsingham Planning

Officers Report

Recommendation: Approve subject to conditions

Proposal

The applicant proposes the redevelopment of the former Bolt Works and petrol filling station with an L shaped building providing sheltered living accommodation spread over 3 floors. The scheme incorporates a residents' lounge, guest suite, buggy store, 24/7 careline, CCTV entry system, a House Manager's office and bin store.

The ground floor would consist of 2 x 2 bedroom apartments and 2 x 1 bedroomed apartment together with bin and scooter store, the first floor would comprise of 3 x 2 bedroom apartments and 3 one bedroom apartments with the second floor consisting of 1 x 2 bedroom apartment and 3 x 1 bedroom apartment. The total height of the two storey part of the building on the Manchester Road frontage would be 8.6 metres to the ridge height, whilst the height of the three storey element would be 11.3 metres.

Vehicular access would be provided off Rutherford Drive via a drive through unit with the area at the rear providing 10 car parking spaces, including 3 disabled spaces and a communal garden with ancillary landscaping.

Site Characteristics

The site was formerly occupied by a two storey industrial building (former Bolt works) which is built upto the back of footway with Manchester Road and Rutherford Drive and a petrol filling garage which was adjacent to No. 970 Manchester Road. These buildings were demolished a number of years ago and the site is now over grown and fenced off from the adjoining footpath with metal herras fencing.

The wider area is characterised by a variety of building types in residential use. To the west and south of the application site lie traditional inter war two storey semi detached

properties. To the north, on the opposite side of Manchester Road, lies a mix of traditional terraced cottages with a more modern two and three storey apartment building whilst to the east on the opposite side of Rutherford Drive lies 8 two storey Bolton at Home apartments/flats.

The site is currently fenced off and the site has become dilapidated and subject to vandalism.

Policy

National Planning Policy Framework

Core Strategy CG2 Sustainable Design and Construction, CG3 The Built Environment, CG4 Compatible Uses, SC1 Housing, OA4 West Bolton and Appendix 3 - Parking Standards.

Planning Control Policy Notes: No. 2 Space About Dwellings and No. 10 Planning Out Crime

SPD Accessibility, Transport and Road Safety

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan and then take account of other material considerations.

The main impacts of the proposal are:-

- * principle of residential development;
- * impact on the character and appearance of the surrounding area;
- * impact on the existing highway network;
- * impact on the living conditions of existing and future residents; and
- * impact on sustainability/drainage.

Principle of residential development

Guidance contained within the NPPF sets out the Government's approach to planning for housing by making provision for sustainable development by reusing previously developed land within the urban area resulting in the creation of well designed high quality homes.

Core Strategy policy CG3 reflects these priorities. Members will be aware that the principle of residential development of this site has previously been established latterly in 2007 and in 2004 by Planning Committee with the provision of an apartment scheme. The proposal would provide a valuable contribution to the Council's Housing land supply in compliance with both guidance contained within the NPPF and is entirely consistent with the Council's approach to new housing development.

The proposal complies with policy.

Impact on the character and appearance of the surrounding area

Policy CG3 of the Core Strategy and guidance contained within PCPN 28 Housing Development seek to ensure that new development proposals contribute to good urban design in that they are compatible with/improve their surroundings, create a safe, secure environment and are accessible by people with a range of mobility and physical ability.

The overall character of the area is predominantly two storey whilst the proposed development provides accommodation over two and three stories. The proposed development reflects the scale of surrounding properties by stepping the proposed apartment building down where it meets the two storey semi detached properties at each end.

The current proposal is entirely consistent with the previous approved scheme in 2007 with the overall massing of the apartment scheme. It is considered that the application site is on a prominent corner of Rutherford Drive and Manchester Road and the proposed three storey property would add a focal point which is consistent with good urban design. The property has been broken up visually by the variation in ridge heights whilst the front elevation has variation in its design and in the materials used.

The proposed development would regenerate a derelict site which has in the past been the subject of unauthorised use (car sales) with the proposed design, siting and massing of the new building being consistent with previous approvals on the site and in character with the wider area.

The proposal complies with policy.

Impact on the existing highway network

Core Strategy policies P5 and S1.2 and Appendix 3 seek to ensure that new development proposals make adequate provision for pedestrians, cyclists, servicing and access arrangement and car parking.

The current proposal provides for sheltered living accommodation. Subject to conditions relating to access details and the proposed turning facility the Council's Highways Engineer has no objections to the proposal. The proposal provides 10 spaces for 14 apartments. The access from Rutherford Road has been widened in line with the Highways Engineers' recommendations. The Council's Highways Engineers have also recommended that the applicant make provision for waiting and loading restrictions to be imposed on Rutherford Drive and Manchester Road. This would be conditioned upon approval of the scheme.

The proposal is in line with the Council's maximum car parking standards for sheltered living schemes. The proposal complies with policy.

Impact on the living conditions of existing/future residents

Policy guidance contained within PCPN 2 sets out the interface distances between the main windows of existing and new properties to ensure adequate levels of privacy are maintained and also to ensure that new developments do not have an over bearing impact on existing/future residents' outlook.

The standards contained within PCPN 2 are 21 metres for a two storey to a two storey property, main window to main window and an additional 3 metres for every additional storey properties go up. With the distance required from a main window to a blank side

elevation being 13.5 metres.

In this particular case, in terms of the interface distances between the existing flats on Rutherford Drive and the proposed new flats a distance of 24 metres could be achieved which complies with policy.

The distances between the proposed Manchester Road frontage and 987 to 995 Manchester Road would be 21 metres which would be 3 metres short of the interface distances as outlined in PCPN No. 2. Whilst it is recognised there is a shortfall in the interface distances between these two blocks it is considered that from an urban design perspective the reduction in distances adds to the enclosure of Manchester Road and is an important element within the scheme. Furthermore, the distances between the two blocks also reflects the distances between the juxtaposition of existing buildings on the north and south side of Manchester Road.

One resident has expressed concern regarding the loss of light as a result of the proposed development being constructed. The difference in footprint between the existing Bolt Works building and the proposed apartment building is altered with the proposed block moving away from the boundary with No. 970 Manchester Road and away from No. 22 Rutherford Drive.

In addition, when compared to the previously approved scheme in 2007, the current scheme is sited further away from properties on the north side of Manchester Road. Furthermore, the current proposal would, if built, remove an unsightly area of land in a highly prominent location adjacent to existing residential properties.

It is considered that the proposal whilst not wholly compliant with guidance contained within PCPN No. 2, is consistent with the previous schemes (and offers a slight improvement), represents good urban design and provides an improvement to the overall living conditions of existing dwellings by removing an unused / overgrown site in a prominent location. It is considered that the benefits of the scheme outweigh the impact on a limited number of existing residents.

Impact on sustainability/drainage

Core Strategy policy CG2 seeks to ensure that new residential development proposals of 5 or more residential units are built to (a) achieve a Level 3 of the Code for Sustainable Homes, (b) reduce carbon dioxide emissions from the dwellings and (c) a reduction in surface water run-off from the development.

Whilst the applicants submission makes no reference to the provision of these items, given the policy context it is considered appropriate to condition these elements to ensure policy compliance.

Subject to the necessary planning conditions it is considered that the proposal would comply with policy.

Conclusion

The proposal would result in the removal of an unused / overgrown site within a predominantly residential area with a new contemporary residential apartment block which is sensitive to the location within which it is set whilst providing adequate car parking. It is considered that the proposal complies with policy and is recommended for approval subject to conditions.

Representation and Consultation Annex

Representations

Letters:- one comment letter has been received raising concerns over the proposed height of the new building, the potential for a loss of light to their property (on the north side of Manchester Road), and as they believe access/egress onto Rutherford Drive/Fletcher Street is problematic at present. They state that there is a need to prevent parking in this area, perhaps by providing a parking lay by along the front of the Rutherford House flats.

Petitions:- no petitions received.

Elected Members:- Councillor Alan Walsh has requested that Members undertake an advanced site visit.

Consultations

Advice was sought from the following consultees: United Utilities, the Council's Highways Engineers, Landscape Architects

Planning History

Outline planning permission was granted in January 2004 seeking to establish the principal of residential development with all matters reserved for future consideration (Ref: 66354/03).

Full planning permission was granted in March 2007 for the erection of a two/three storey block of apartments (15 units).

Recommendation: Approve subject to conditions

Recommended Conditions and/or Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the commencement of development full details of the highway works at Manchester Road comprising measures to prohibit waiting and loading shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being first brought into use and retained thereafter.

Reason

In the interests of highway safety.

3. Prior to the commencement of development samples of the materials to be used for the external walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be implemented in full thereafter.

Reason

To ensure the development reflects local distinctiveness.

4. Before the development hereby approved is commenced/first brought into use [delete as appropriate] a scheme shall be submitted to and approved in writing with the Local Planning Authority for external lighting/floodlighting. The lighting shall be designed to an illumination value of [**] lux at the nearest residential property. The beam angle of any lights directed towards any potential observer should be kept below [**] degrees. Spill shields should also be fitted. The approved scheme shall be implemented in full before the development is first brought into use and retained thereafter.

Reason

To safeguard the character and appearance of the locality and to prevent light pollution.

5. Prior to the commencement of development a detailed specification for all doors and windows hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the development is [**first occupied or brought into use**] and retained thereafter.

Reason

To ensure the development reflects local distinctiveness.

6. Before the approved development is commenced details of the existing and proposed ground levels within the site and on adjoining land including spot heights, cross sections and finished floor levels of all buildings and structures shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and retained thereafter.

Reason

To safeguard the visual appearance and or character of the area.

7. Prior to commencement of development, a scheme shall be submitted to and approved by the Local Planning Authority which reduces the existing surface water run off from the site by at least 50%. No building hereby permitted shall be occupied until the approved surface water drainage works have been implemented on site.

Where a sustainable drainage scheme is to be provided, the submitted details shall:

1. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
2. include a timetable for its implementation; and
3. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

To reduce the risk of contaminating surface water run off and reduce the risk of localised flooding and down stream flooding by ensuring the provision of a satisfactory means of surface water dispersion

8. Prior to the commencement of development, an energy assessment of the approved development shall be submitted to the Local Planning Authority. The submission shall include a scheme which details how either (i) renewable energy technology or (ii) an alternative scheme e.g. enhanced

insulation shall reduce CO2 emissions of predicted energy use of the development by at least 10%. The approved scheme shall be installed, retained and maintained in perpetuity thereafter unless agreed by the Local Planning Authority.

Reason

To enhance the sustainability of the development and to reduce the reliance on fossil fuels in order to comply with Core Strategy policy CG2.

9. Before the approved/permitted development is first brought into use no less than 10 car parking spaces with minimum dimensions of 2.4 metres by 4.8 metres shall be marked out and provided within the curtilage of the site, in accordance with Drawing Ref: 13091.01 Revision A. Such spaces shall be made available for the parking of cars at all times the premises are in use.

Reason

To ensure that adequate provision is made for vehicles to be left clear of the highway

10. Prior to the development hereby approved/permitted being first brought into use a visibility splay measuring 2.4 metres by 2.4 metres at the back of the footway shall be provided at the junction of the new site access road with Rutherford Drive, and subsequently remain free of all obstructions between the height of 1.05 metres and 2 metres (as measured above carriageway level).

Reason

To ensure traffic leaving the site has adequate visibility onto the footway.

11. Prior to the development hereby approved/permitted being first occupied or brought into use the existing vehicular accesses onto Rutherford Drive and Manchester Road shall be closed to vehicles and the existing highway (kerbing and footway) made good to adoptable footway standards. There shall thereafter be no means of vehicular access to or from the site, other than as shown on drawing ref: 13091.01 Revision A.

Reason

In the interests of highway safety.

12. Prior to the development being first occupied or brought into use, details (including a brick or masonry specification and colour scheme) of the treatment to all boundaries to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full within 21 days of the Local Authorities approval, unless otherwise agreed in writing with the Local Planning Authority and retained thereafter.

Reason

To ensure adequate standards of privacy and amenity are obtained and the development reflects the landscape and townscape character of the area.

13. Trees and shrubs shall be planted on the site in accordance with the approved landscape scheme (Drawing reference 4785.01 Landscaping Proposals). The approved scheme shall be implemented in full and carried out within 6 months of the occupation of any of the buildings or the completion of the development, whichever is the sooner, or in accordance with phasing details included as part of the scheme and subsequently approved by the Local Planning Authority. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

Reason

To reflect and soften the setting of the development within the landscape.

14. Prior to the development hereby approved/permitted being first occupied or brought into use the means of vehicular access to the site from Rutherford Drive shall be constructed to a minimum width of 4.5 metres in accordance with the drawing ref 13091.01 Revision A.

Reason

In the interests of highway safety

15. The dwellings hereby approved shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that replaces that scheme). Within 3 months of the completion of the development a Final Code Certificate should be submitted to the Local Planning Authority which certifies that Code Level 3 has been achieved.

Reason

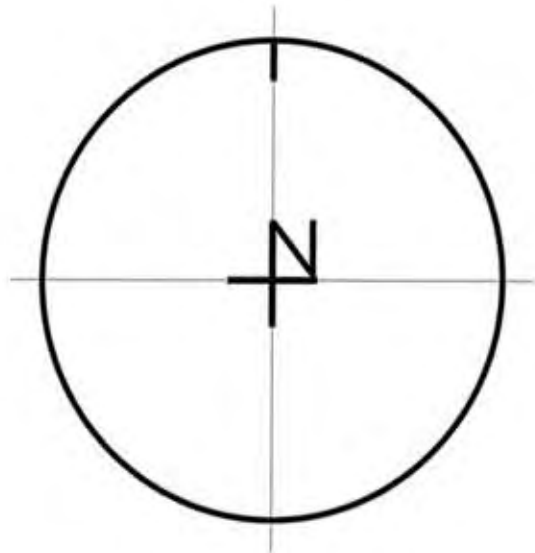
To reduce the impact on climate change and to improve the sustainability of the site.

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

**Drawing No. 13091.01 Rev A - Proposed site layout scanned to file 20/05/14;
Drawing No. 13091.02 Rev B - Proposed Floor plans scanned to file 20/05/14;
Drawing No. 13091.03 Rev B - Proposed Elevations scanned to file 20/05/14;
Drawing No. 13091.04 Rev B - Proposed Street scenes scanned to file 20/05/14; and
Drawing No. 4785.01 Landscape proposals scanned to file 20/05/14.**

Reason

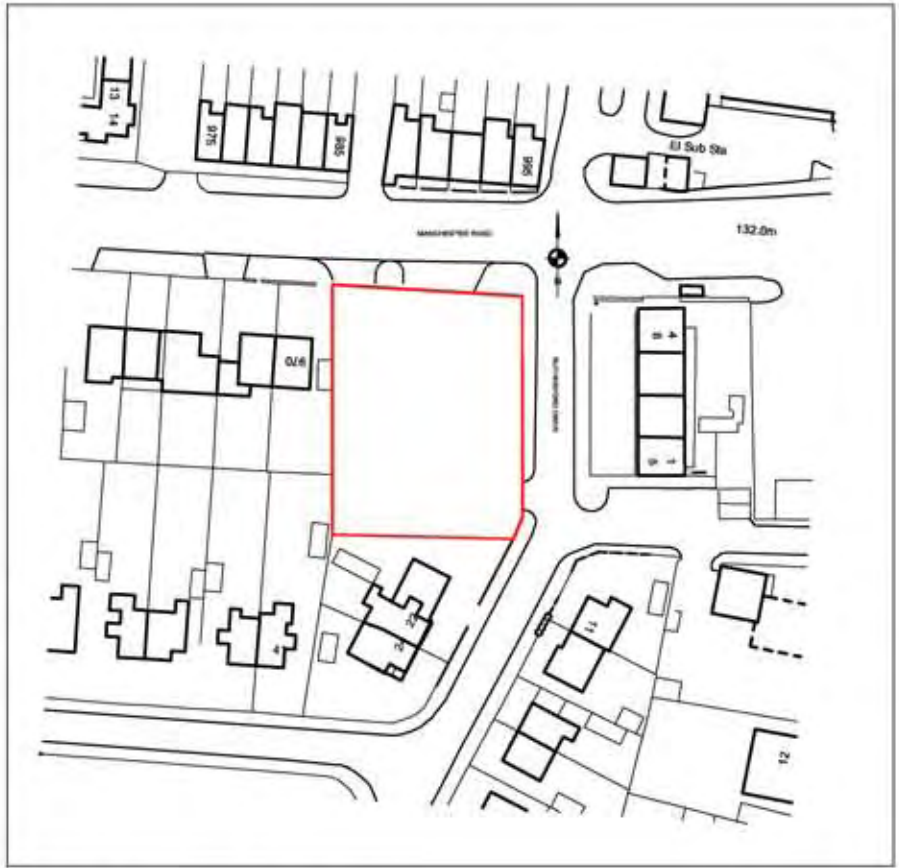
For the avoidance of doubt and in the interests of proper planning.



- Key:
- Denotes existing trees to be retained.
 - Denotes proposed tree planting.
 - Denotes trees to be removed.
 - Denotes proposed grass
 - Denotes proposed paving.
 - Denotes shared access drive.
 - Denotes 1.2m high low wall and railings.

Apartment Type Mix				
Type		SqFt	No.	Footage
Type A	1 Bed Apartment	576	5	2880 SqFt
Type B	1 Bed Apartment	590	2	1180 SqFt
Type C	1 Bed Apartment	679	1	679 SqFt
Type D	2 Bed Apartment	684	3	2052 SqFt
Type E	2 Bed Apartment	829	2	1658 SqFt
Type F	2 Bed Apartment	863	1	863 SqFt
Total			14	9312 SqFt

Site Area 0.31 Acres 0.12 Ha



LOCATION PLAN
Scale 1:1250 @ A3

PROPOSED RESIDENTIAL DEVELOPMENT
Rutherford Drive, Over Hulton.

Proposed elevations - Drawing no. 13091 03, Scale. 1:100 @ A1 / 1:200 @ A3, Date. March 2014, Rev B - Planner / Highway's comments incorporated.



Eastern Elevation - Rutherford Drive

Southern Elevation



Western Elevation

Northern Elevation - Manchester Road



Proposed Manchester Road Street Scene



Proposed Rutherford Drive Street Scene