

Application No: 12/0219C

Location: 5 Bradwall Road & The Hollies, Wesley Avenue, Sandbach

Proposal: Demolition of the Existing Building and Construction of a New Three Storey Mixed Use Development with Restoration of The Hollies.

Applicant: Andrew Sehne, Wrights Printers In Liaison with Mr & Mr

Expiry Date: 13-Apr-2012

**SUMMARY RECOMMENDATION:** Approve subject to the completion of a Section 106 Agreement requiring a contribution to local traffic management measures and conditions.

**MAIN ISSUES:**

Principle of the Development

Housing Land Supply

Amenity

Highway Safety

Ecology

**REASON FOR REFERRAL**

The application has been referred to Southern Planning Committee because it is a small scale major development.

**DESCRIPTION AND SITE CONTEXT**

The application site comprises 5 Bradwall Road a redundant storage depot, previously occupied by a printing business and The Hollies, which is an important building in the historic context of Sandbach. The site is contained within the Sandbach Conservation Area and the Methodist Church adjacent to the Hollies is a Grade II Listed Building. 5 Bradwall Road is on a prominent corner plot in the town centre. The entire site is contained within the settlement zone line of Sandbach.

**DETAILS OF PROPOSAL**

The proposal seeks full planning permission for the demolition of the existing building (5 Bradwall Road) and the erection of a 3 storey mixed use development including 150sqm retail

unit and 2 apartments at ground floor level, 5 apartments at first floor level and 3 apartments at second floor level. There would be 3 two bedroom and 7 one bedroom apartments.

The proposal also includes the refurbishment of The Hollies, with parking and service areas to the rear.

## **RELEVANT HISTORY**

### 5 Bradwall Road

08/0423/FUL            2008    Withdrawn application for 3 storey mixed use development

08/0422/CON           2008    Withdrawn application for demolition

### The Hollies

05/1218/FUL           2005    Withdrawn application for apartments and restaurant

06/1324/CON           2007    Refusal for demolition and erection of 22 apartments and restaurant

06/1325/FUL           2007    Refusal for 22 apartments and restaurant

08/0454/FUL           2008    Refusal for partial demolition and erection of mixed use development

08/0455/CON           2008    Refusal for partial demolition

## **POLICIES**

### **National Guidance**

PPS1 Delivering Sustainable Development

PPS3 Housing

PPS9 Biodiversity and Geological Conservation

PPG13 Transport

PPS23 Planning and Pollution Control

PPG24 Planning and Noise

### **Regional Spatial Strategy**

DP1 Spatial Principles

DP2 Promote Sustainable Communities

DP4 Making the Best Use of Existing Resources and Infrastructure

DP5 Manage Travel Demand: Reduce the Need to Travel, and Increase Accessibility

DP7 Promote Environmental Quality

DP9 Reduce Emissions and Adapt to Climate Change

RDF1 Spatial Priorities

L2 Understanding Housing Markets

L4 Regional Housing Provision

RT2 Managing Travel Demand

RT9 Walking and Cycling

EM1 Integrated Enhancement and Protection of the Region's Environmental Assets

## **Congleton Local Plan 2005**

The site is not allocated in the Local Plan but the following policies apply:

PS4 Towns

H1 Provision of new housing development

H2 Housing supply

GR1 New Development

GR2 Design

GR4 Landscaping

GR6 Amenity and Health

GR7 Pollution

GR9 Accessibility, Servicing and Parking Provision

NR3 Habitats

BH9 Conservation Areas

BH10 Demolition in Conservation Areas

## **CONSIDERATIONS (External to Planning)**

### **Environmental Protection:**

Request conditions relating to the hours of construction and piling, noise and contaminated land.

### **United Utilities:**

None received at the time of report writing.

### **Highways:**

The Strategic Highways Manager has considered this application and offers the following comments:

It is considered that this application offers a good blend of development options and residential unit/parking ratios for this town centre location and is a viable proposal in highway terms. However there still remains the historic issue of potential displacement parking. As a result it would be appropriate for a provisional sum to be negotiated for local traffic management. The sum of £5,000 would be sufficient to provide for improvements to local traffic management and this sum should be secured via a Section 106 agreement.

In addition the access should be upgraded to a radius kerbed vehicular crossing with tactile paving on the pedestrian desire line. This will be recommended for a planning condition along with the provisional sum.

*Condition:* A provisional sum of £5,000 will be provided by the developer in accordance with the requirements of Cheshire East Council for the purposes of local improvements to traffic management. This will be secured via a S106 agreement under the Planning Act 1990.

*Condition:-* Prior to first occupation the existing access will be upgraded to current Cheshire East Council specification under Section 184 of the Highways Act 1980. The developer will

enter into and sign a S184 agreement and provide a detailed construction plan to the satisfaction of the Local Planning Authority.

**English Heritage:**

Do not wish to make any comments and recommend that the application is determined in accordance with national and local policy guidance and on the basis of the Councils specialist conservation advice.

**VIEWS OF TOWN COUNCIL:**

Members welcome this development and offer no objection.

**OTHER REPRESENTATIONS:**

One email has been received from the owner of several of the residential properties (flats) opposite the site. It expresses strong objections to the proposal due to direct overlooking from first and second floor living rooms.

Two further comments have been received expressing support for the proposal.

**OFFICER APPRAISAL**

**Principle of Development**

The site is designated as being within the Settlement Zone Line of Sandbach where there is a general presumption in favour of development provided that it is in keeping with the scale and character of the town. (Policy PS4). Therefore the proposal should be judged on the criteria laid out in the individual sections of this report.

National policy guidance (PPS3) states that Local Authorities should manage their housing provision to provide a five year supply. It is acknowledged that the Council does not currently have a five year housing land supply and, accordingly, in the light of the advice contained in PPS3 it should consider favourably suitable planning applications for housing. Therefore, the proposal would assist the Council to meet its housing land requirements and would ease pressure on large previously undeveloped greenfield sites elsewhere within the Borough generally.

**Written Ministerial Statement: Planning for Growth (23<sup>rd</sup> March 2011)**

The Minister of State for Decentralisation issued this statement on 23<sup>rd</sup> March 2011 and advice from the Chief Planner, Steve Quartermain states that it is capable of being regarded as a material consideration. Inter alia it includes the following:

*“When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate **housing, economic and other forms of sustainable development**. Where relevant – and consistent with their statutory obligations – they should therefore:*

- (i) Consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after recent recession;*
- (ii) Take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;*
- (iii) Consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased customer choice, more viable*

- communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);*
- (iv) Be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;*
- (v) Ensure that they do not impose unnecessary burdens on development.*

The Government has also stated that there should be a presumption in favour of sustainable development.

This states inter alia that:

*“There is a presumption in favour of sustainable development at the heart of the planning system, which should be central to the approach taken to both plan-making and decision-taking. Local planning authorities should plan positively for new development, and approve all individual proposals wherever possible.”*

## **Design and Scale**

### 5 Bradwall Road

The proposal would allow the demolition of the existing building at 5 Bradwall Road, which is a redundant building that detracts from the character and appearance of the town. It is a reflection of its time architecturally and marks the evolution of motorised transport in Sandbach, but has little intrinsic merit in its own right.

The proposal is for a three storey building, which is reduced to 2.5 storeys adjacent to Sandbach Pentecostal Church on Bradwall Road. The building would be 11m tall at the highest point and would wrap around Bradwall Road and Wesley Avenue, with an octagonal bay on the corner.

Detailing would include contrasting brick string courses in buff and blue, dentil courses to the eaves and first floor sill, stone heads and surrounds and large arched windows at ground floor level and traditional sash windows to other floors.

The octagonal bay would reflect features on Sandbach Literary Institute, in Hightown, a short distance from the site. This is considered to be a strong design feature on this prominent and important corner plot facing the town centre.

The proposal has evolved from a contemporary design, to a building of a more traditional appearance. This was a result of discussions with officers and consultation with Sandbach Town Council, who are wholeheartedly in support of the proposal.

### The Hollies

The application includes the refurbishment of this building with no major alterations to its existing form. This building is a noteworthy and locally significant building which has fallen into a poor state of repair, and its refurbishment would make a positive contribution to the character of the street scene, the Conservation Area and the setting of the adjacent Listed Building.

### **Amenity**

Opposite part of the site, on Bradwall Road, is a three storey block of apartments. This would be close proximity to the proposed building and the owner of some of the apartments has expressed concerns about direct overlooking, window to window at first floor level. However, the layout of the building has been designed in such a way as to ensure that the majority of the windows that face Bradwall Road serve communal areas containing the stairs and lift. The only windows that may cause an overlooking problem are the ground and first floor bedroom windows of the apartments at the end of the building, adjacent to the Pentacostal Church. These windows take the form of a bay with 3 glazing units and as such it is considered that if the central units were fixed (i.e. non-opening) and fitted with obscured glazing; this issue could be addressed as the two side units would not directly face the building. This should be secured by condition.

There are no privacy or light loss issues relating to the refurbishment of The Hollies, as this part of the proposal includes no extensions to the building.

In order to protect the amenity of neighbouring properties, it is considered necessary to impose conditions to restrict the hours in which construction takes place. It is also considered necessary to place restriction on the opening hours of the retail unit.

### **Highways**

To the rear of both buildings it is proposed to provide 14 parking spaces to serve both the new build apartments and The Hollies. The Strategic Highways Manager has stated that the proposal is viable in highway terms and offers a good blend of development options and parking ratios. However there is a history of displacement parking in this area and as such the Strategic Highways Manager considers that it would be reasonable to require a sum of money to contribute to local traffic management. The sum which has been requested is £5,000, which if agreed should be secured by a Section 106 Agreement.

### **Affordable Housing**

PPS3 sets out a national minimum indicative size threshold of 15 units to trigger an affordable housing requirement and the Councils Affordable Housing Interim Planning Statement requires that for any sites with over 15 units there is a requirement for 30% of the units to be affordable on a tenure split of 65% of the affordable being social or affordable rented and 35% being intermediate tenure.

The total residential accommodation on this application is 10 dwellings, therefore it does not trigger any affordable housing requirement.

### **Ecology**

A protected species survey was submitted with the application, relating to the demolition of 5 Bradwall Road. This has been assessed by the Nature Conservation Officer who concluded that there would be no significant ecological issues associated with the proposed development.

### **CONCLUSIONS AND REASONS FOR THE DECISION**

In conclusion, it is considered that the proposal meets the requirements of national policy and the development plan in terms of the issues addressed above and therefore approval of this application is recommended subject to the following conditions.

The development is acceptable in design, amenity, ecology and highway safety terms, subject to the recommended conditions.

**RECOMMENDATION:** Approve subject to the completion of a Section 106 Agreement requiring a contribution to local traffic management measures and the following conditions:

1. Time limit.
2. Compliance with the approved plans.
3. Submission of materials for approval.
4. Submission and implementation of boundary treatment scheme.
5. Hours of construction (including deliveries) limited to 0800 to 1800 Monday to Friday, 0800 to 1400 Saturday with no working on Sundays or Bank Holidays.
6. Submission of details of the method, timing and duration of any pile driving operations.
7. Submission and implementation of a scheme for protection from traffic noise and vibration.
8. Submission of a noise impact assessment
9. Submission of details of acoustic enclosure of equipment with the potential to create noise.
10. Restrictions on the opening hours of the retail unit (0730 to 1900 Monday to Saturday and 0900 to 1600 Sunday and Bank Holidays).
11. Submission of a Phase I contaminated land survey
12. Submission and implementation of a scheme of boundary treatments.
13. Fixed and obscured glazing in the central units of the bay windows at ground and first floor level adjacent to the Pentacostal Church on Bradwall Road.

