

BOROUGH OF KETTERING

Committee	Full Planning Committee - 16/01/2018	Item No: 5.1
Report Originator	Andrew Smith Development Team Leader	Application No: KET/2017/0601
Wards Affected	Rothwell	
Location	6 Rushton Road, Rothwell	
Proposal	Full Application: Redevelopment of factory to provide 26 apartments; to include part demolition and associated parking	
Applicant	Mr M Keech, Farebrother Keech	

1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. No development shall commence on site until details of the types and colours of all external facing and roofing materials to be used, together with samples, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details.

REASON: Details of materials are necessary prior to the commencement of development in the interests of the visual amenities of the area and safeguarding the character and appearance of the Rothwell Conservation Area in accordance with Policies 2 & 8 of the North Northamptonshire Joint Core Strategy.

4. No development shall take place on site until full details of all windows and doors have been submitted to and approved in writing by the Local Planning Authority. The window details shall include glazing bar details at 1:2. The development shall not be carried out other than in accordance with the approved details.

REASON: Details are required prior to commencement of development in the interests of protecting the character and appearance of the Rothwell Conservation Area and host

building in accordance with Policy 2 of the North Northamptonshire Joint Core Strategy and the policy guidance contained within the National Planning Policy Framework.

5. No development shall take place until a programme of archaeological work, in accordance with a written scheme of investigation, has been submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.

REASON: To ensure that adequate provision is made for the investigation and recording of any remains that are affected by the conversion in accordance with Policy 2 of the North Northamptonshire Joint Core Strategy.

6. Prior to the commencement of development a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to the local planning authority for approval in writing. The details of the scheme shall include:

a) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation basins.

b) Cross sections of all control chambers (including site specific levels m AOD).

c) BRE 365 compliant infiltration testing to confirm that such a method of surface water disposal is / is not viable.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To reduce the risk of flooding both on and off site by ensuring the satisfactory means of surface water attenuation and discharge from the site in accordance with Policy 5 of the North Northamptonshire Joint Core Strategy.

7. Prior to the commencement of development a scheme for the maintenance and upkeep of the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority. The maintenance plan shall be carried out in full thereafter. This scheme shall include details of any drainage elements that will require replacement within the lifetime of the proposed development.

REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the North Northamptonshire Joint Core Strategy by ensuring the satisfactory means of surface water attenuation and discharge from the site.

8. Notwithstanding the approved plans, no development shall take place until a scheme for boundary treatment has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been fully implemented in accordance with the approved details which shall thereafter be retained at all times.

REASON: In the interests of the amenity and protecting the privacy of existing and future residential occupiers in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

9. Notwithstanding the approved plans, prior to the first occupation of the development hereby approved, full details of refuse storage and collection facilities shall be submitted to

and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. The approved facilities shall be retained at all times thereafter.

REASON: In the interest of public health and safeguarding residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

10. Notwithstanding the approved plans, prior to the first occupation of the development hereby approved, full details of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. The approved facilities shall be retained at all times thereafter.

REASON: In the interest of promoting sustainable transportation modes in accordance with Policy 15 of the North Northamptonshire Joint Core Strategy.

11. Prior to the first occupation of the development all window openings at the site shall be glazed in full accordance with the details annotated upon the approved elevation plans (ref: N310-100 C; N310-101 C; N310-103 C; N310-102 A) i.e. with certain specified windows being part-obscure glazed and part-clear glazed. Following first occupation all window openings shall be permanently retained in their approved form.

REASON: To protect the privacy of adjoining and future occupiers and to prevent overlooking in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

12. Prior to the first occupation of development a scheme detailing the measures to be installed to limit internal water use to no more than 105 litres/person/day and external water use to no more than 5 litres/person/day shall be submitted to and approved in writing by the Local Planning Authority, development shall be implemented in accordance with the approved scheme which shall be maintained at all times thereafter.

REASON: To ensure a sustainable development in accordance with Policy 9 of the North Northamptonshire Joint Core Strategy.

13. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no change of use of a building permitted by Class L of Part 3 of Schedule 2 of the Order shall be made on the application site.

REASON: To confirm that the approved flats are restricted to Class C3 (dwellinghouse) as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended) so as to protect the amenity of the occupiers of adjoining properties and the surrounding area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

14. No development shall take place until a Method Statement for bat investigation (which shall include the recommendations as set out in the submitted and approved Bat Survey (August 2017)) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

REASON: To ensure that biodiversity and protected species are appropriately safeguarded in accordance with the requirements of Policy 4 of the North Northamptonshire Joint Core Strategy.

15. Before the development hereby permitted is first occupied or used, vehicular access, car parking and turning facilities shall be provided within the site in accordance with the

approved ground floor plan (ref: N310-002 G) and shall thereafter be retained and kept available for such purposes.

REASON: In the interests of highway safety in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

16. Prior to the first occupation of the development hereby approved visibility splays of 2 metres by 2 metres shall be provided at the junction of the access road with the public highway (Glendon Road), and these splays shall thereafter be permanently kept free of all obstacles to visibility over 0.6 metres in height above carriageway level.

REASON: In the interests of highway safety in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

17. Prior to first occupation of the development a scheme of hard and soft landscaping which shall specify species, planting sizes, spacing and numbers of trees and shrubs to be planted and any existing trees to be retained shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be carried out in the first planting and seeding seasons following the occupation of the building, unless these works are carried out earlier. Any newly approved trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To improve the appearance of the site in the interests of visual amenity and to ensure that highway safety is not prejudiced in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

18. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction.

REASON: In the interests of safeguarding highway safety and residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy

19. Prior to the commencement of development a scheme and timetable detailing the provision of fire hydrants and their associated infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be provided in accordance with the approved scheme and timetable.

REASON: To ensure that adequate fire safety measures are installed in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

20. No gates, barrier or means of enclosure shall be erected across a vehicular access within 5.5m of the highway boundary. Any such feature erected beyond that distance shall be hung to open inwards away from the highway.

REASON: To ensure that highway safety is not prejudiced in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Officers Report for KET/2017/0601

This application is reported for Committee decision because there are unresolved, material objections to the proposal.

3.0 Information

Relevant Planning History

No recent or relevant planning history.

Site Visit

Officer's site inspection was carried out on 25/08/2017.

Site Description

The application site measures approximately 0.14Ha in area, is located approximately 200m to the east of Rothwell town centre and is positioned between Rushton Road to the north and Glendon Road to the south. Both the Blue Bell public house and the boundary of the neighbouring Rothwell Conservation Area abut the site to the west whilst there is a strong residential presence to all other sides of the site.

The site itself incorporates a two and three-storey building together with a hardstanding area to the rear (south). Furthermore a single storey construction of variant roof pitch wraps around the southern wing of the main building. The buildings are predominantly constructed in red brick, but there are a mixture of materials in evidence – including concrete cladding to the more modern elements of the site situated to the east. The site is occupied by a plastic mouldings company, although much of the internal space (most particularly across the upper floors) is either used for ancillary storage purposes or is vacant. Vehicular access to the site is currently drawn from Glendon Road, although a small external car parking area also serves the site off Rushton Road.

Proposed Development

It is proposed that the main buildings on site are converted to residential flats (i.e. with the exception of the existing modern ground floor level wrap around extension to be demolished). An additional two-storey element was originally proposed to the southern side of the site as part of the proposals. These original proposals would have resulted in a total of 29no. flats being provided (25no. one-bed and 4no. two-bed flats). However, in the interests of seeking to scale back the extent of proposed development upon the site and in recognition of the opportunity for more on-site parking as well as incidental amenity space, the proposals have been amended during the planning process so as to remove the proposed new build two-storey element. A total of 26no. flats are now proposed (21no. one-bed and 5no. two-bed flats).

Roof level dormer extensions are also proposed to the existing two-storey element to the eastern side of the site. The external area to the southern side of the site is proposed to be reconfigured to provide a shared external amenity area for future residents as well as 16no. off-street car parking spaces (in addition to 6no. spaces to be retained at the front (north) of the site).

Any Constraints Affecting the Site
Rothwell Conservation Area (adjacent to)

4.0 Consultation and Customer Impact

Rothwell Town Council: The quality of the proposed development is appreciated, but it is felt that there are not a sufficient number of parking spaces being put forward on-site. Parking and traffic movements on Glendon Road have become dangerous and additional double yellow lines are anticipated. The amended scheme represents an improvement, but an objection is sustained on the basis of insufficient parking.

Highway Authority: The Local Planning Authority should satisfy itself regarding parking and servicing the site. Accident data does not cause concerns. NCC's parking standards suggest minimum provision of 31no. car parking spaces on-site, however the parking beat surveys that have been undertaken demonstrate sufficient available spaces elsewhere (even disregarding on-street spaces on Glendon Road). The sustainable location of the site may not correlate with decreased vehicle ownership. Visibility at the Glendon Road site access is below current highway standards to the west and a full pedestrian visibility splay does not exist to the west of parking bay 6. Ideally some of the cycle provision would not be vertically stored, but this cannot be forced, it is positive that the stores have level access.

NCC Lead Local Flood Authority: Following consideration of the submitted Flood Risk Assessment, it is considered that conditions to secure a surface water strategy and associated scheme of maintenance can be applied to ensure satisfactory means of surface water attenuation at the site.

NCC Archaeology: A programme of building recording is recommended by virtue of the factory's shoe making origins; it is an undesignated heritage asset. An archaeological programme of works can be secured via condition.

NCC Development Management: Neither a primary or secondary school contribution is required in this instance. New developments generate a requirement for additional fire hydrants; it is assumed that the scheme will generate a requirement for 1no. hydrant and a planning condition is recommended accordingly.

NCC Biodiversity: A Bat Survey Report has been submitted, in accordance with its findings a method statement for the partial demolition and redevelopment of the site should be secured via condition.

KBC Environmental Health: No objections subject to conditions covering construction management and contaminated land.

KBC Housing: A clearly written and justified Viability Report has been submitted, the findings are considered acceptable and therefore affordable housing is not required to be provided.

Anglian Water: A surface water management strategy should be secured via condition.

Northamptonshire Police: No objection subject to planning conditions being imposed to secure final boundary treatment details and the final specification of the bin store.

Neighbours: Notification letters were sent out to close proximity occupiers and site notices were erected adjacent to the site. With respect to the initial round of consultation (carried out in August 2017) **objections were received from 66no. different local addresses.** A **petition** was also submitted by The Woolpack, Market Hill, Rothwell, which is **signed by 89no. local residents.** The objections and objection reasons put forward with the petition can be summarised as follows:

- There is a lack of adequate parking in the area surrounding the application site, local streets are often at capacity particularly at weekends and evening times
- An insufficient number of on-site car parking spaces are proposed
- Increased traffic could prejudice highway safety
- There will be noise impacts during construction and operation and also due to the adjacent public house
- There will be disruption during construction works
- The removal of asbestos needs to be carefully monitored
- Local schools and doctors are already at capacity
- Public transport does not run at suitable times for future residents to get to work
- Consideration needs to be given to ensuring appropriate bin storage and recycling opportunities are provided
- The plans would provide overlooking into the garden of No. 8 Rushton Road

A round of **re-consultation was carried out in November 2017** following the receipt of updated plans, Transport Statement and Flood Risk Assessment. **Objections were received from 8no. different local addresses** (5no. of which were new objectors that did not make comment during the initial consultation round). No new material considerations were raised further to the points summarised above.

A further round of **re-consultation was undertaken in December 2017.** This followed the submission of revised plans, which included reducing the scheme from 29no. to 26no. units (via the omission of a previously proposed two-storey extension). **Objections reiterating car parking concerns were received from 3no. different local addresses** (none of which were new objectors that did not make comment during the initial consultation round). One of these objections alludes to double yellow lines having been applied to stretches of Glendon Road. In addition **1no. letter of support was received**, which can be summarised as follows:

- The factory is badly in need of refurbishment, many of the objectors do not live near to the site unlike myself

5.0 Planning Policy

National Planning Policy Framework (NPPF)

Core Planning Principles

Section 2: Ensuring the vitality of town centres

Section 6: Delivering a wide choice of high quality homes

Section 11: Conserving and enhancing the natural environment

Development Plan Policies

North Northamptonshire Joint Core Strategy (JCS)

Policy 2: Historic Environment

Policy 4: Biodiversity and Geodiversity

Policy 6: Development on Brownfield Land and Land affected by contamination

Policy 8: North Northamptonshire Place Shaping Principles

Policy 9: Sustainable Buildings

Policy 11: The Network of Urban and Rural Areas

Policy 12: Town Centre and Town Centre Uses

Policy 15: Well-connected towns, villages and neighbourhoods

Policy 22: Delivering Economic Prosperity

Policy 28: Housing Requirements

Policy 29: Distribution of New Homes

Policy 30: Housing Mix and Tenure

Saved Policies in the Local Plan for Kettering Borough

Policy 35: Housing: Within Towns

6.0 Financial/Resource Implications

None

7.0 Planning Considerations

The key issues for consideration in this application are:-

1. Principle of Development
2. Visual Appearance & Rothwell Conservation Area
3. Residential Amenity
4. Bin Storage
5. Parking & Access
6. Crime Prevention
7. Drainage
8. Biodiversity
9. S106 – Affordable Housing
10. Sustainability & Fire Safety

1. Principle of Development

The proposals would result in the loss of an existing employment use through the conversion of existing factory buildings for use as 26no. flats in an edge of centre location. The principle of the loss of the employment use needs to be considered alongside the proposed introduction of residential flats (through conversion).

Para 51, Section 6 (NPPF) states that Local Planning Authorities '*...should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B Use Classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate*', which this proposal accords with, particularly given that the JCS defines Rothwell as a market town which provides a secondary focus for growth. There is an identified housing need over the current plan period of 284 dwellings (taking into account a 10% buffer and existing commitments) within Rothwell, which is derived from housing delivery targets set out in table 5 of Policy 29 (JCS).

Policy 22 of the JCS seeks to safeguard existing and committed employment sites unless it can be demonstrated that there is no reasonable prospect of the site being used for that purpose and that an alternative use would resolve existing conflicts between land uses. In this instance it is clear that the application site is being operated significantly below full capacity, it provides work for a low number of employees and is in a state of some dis-repair rendering it unusable in places. The site is in need of investment and it is considered that a residential conversion would provide a use of the site that is compatible with its predominant residential surrounds.

The principle of a residential conversion focussed upon the reuse of existing built stock on this sustainably located edge-of-centre site within comfortable walking distance of Rothwell Town Centre and its associated facilities and public transport links is considered to be acceptable in accordance with Policies 11, 22 and 29 of the Joint Core Strategy and the policy guidance contained within the NPPF. This is subject to the following detailed matters being given due consideration to ensure that the proposals comply with the full requirements of the Development Plan (to include an assessment of the visual and heritage impacts of the proposed built extension that makes up part of the scheme).

2. Visual Appearance & Heritage

The proposals are focussed upon the reuse and conversion of existing built stock on-site. As stated within the applicant's Heritage Statement, the three storey element of the building constitutes a former late nineteenth century shoe factory that draws significance through its reference to the town's industrial heritage; it is considered to constitute an undesignated heritage asset. Positively the proposals seek to retain and convert the areas of built form that hold heritage significance and contribute most positively to the character and appearance of the adjacent Rothwell Conservation Area, most specifically the existing three storey element of the building. As advised in paragraph 135 of the NPPF, the effect of an application upon the significance of a non-designated heritage asset (i.e. the building itself) should be taken into account when determining applications with a balanced judgement being taken.

In this instance the proposals would involve substantial refurbishment works in respect to existing buildings and a wider site that are currently in an unkempt state. This refurbishment would be carried out in the context of very limited external alterations being made to the built fabric that is to be retained. Importantly, existing slim line metal window openings are proposed to be retained, refurbished sympathetically and indeed supplemented through selected additional openings proposed as part of the conversion works (i.e. behind the modern single storey wrap-around extension to be removed as part of the proposals).

It is considered that the site holds heritage significance through its association with the industrial history of the town and its regimental and metal framed window arrangements articulated by arched soldier-coursed brick headers are typical for a factory building of this period. It is important that these are indeed renovated sympathetically in accordance with full details to be secured via condition. As a further note, it is positive that the proposed elevations are annotated to commit to the replacement and making good of any spalled or damaged brickwork with matching reclaimed brick alongside the use of a lime-based mortar.

The existing two-storey element of the building to be retained on the eastern side of the site represents a more modern addition to the site and does not hold the same sensitivity or significance accordingly. The proposals that have been put forward in this area incorporate dormered roof extensions to the front and rear as well as the introduction of standing-seam metal wall and roof cladding and the use of aluminium framed windows. The full height of this element of the site would not increase and it would continue therefore to appear subservient in visual terms to the main three-storey part of the site. Subject to samples being provided via condition, it is considered that the palette of intended materials proposed are acceptable as part of the refurbished elevations that have been put forward for consideration.

It is proposed that a brick built bin store be constructed at the southern edge of the site abutting Glendon Road. Whilst it is acknowledged that bin stores are not inherently attractive features, it is also important that it is suitably located in terms of ease of accessibility for future occupants and collection services. In this context it is considered that a structure built from reclaimed brick to match existing buildings on site would have an acceptable visual impact in this area, particularly being set at a single storey in height against the backdrop of a three storey structure.

In overall terms it is considered that the scheme would have a positive visual impact through the sympathetic refurbishment of existing buildings so as to enhance the character and appearance of the adjacent Rothwell Conservation Area and so as to respect and preserve the historic significance of built form upon the site itself. As requested by NCC Archaeology, a planning condition should be attached to any approval to ensure that a programme of building recording is secured via condition by virtue of the factory's shoe making origins and the extensive internal reconfiguration works proposed. The scheme therefore complies with the requirements of Policies 2 and 8 of the JCS and the policy guidance contained within the NPPF. Furthermore, in the interests of visual amenity, a scheme of hard and soft landscaping across the site is proposed to be secured via condition.

3. Residential Amenity

The scheme has been designed in the interests of safeguarding the amenities of existing residents and future occupants. The proposed conversion work would be based upon the existing buildings on the site and their existing openings (although a number of new openings are proposed to supplement these), which is considered to greatly assist in moderating the potential impact of the development upon the amenity of neighbouring occupiers. I.e. the proposals would not create overbearing or overshadowing impacts, by virtue of built extensions being limited to the addition of dormer window openings to the existing two-storey built element on site and the addition of a bin store at ground floor level.

With respect to potential impacts upon adjoining privacy, it is considered that the majority of the newly proposed window openings would not create views that are not already available from adjoining locations within the buildings' elevations. For example, the newly proposed roof level dormer openings would replace existing dormer features (albeit far smaller) and would align above existing first floor level glazed openings to both the front and rear of the property. Bearing in mind the minimum 15m separation distance and oblique relationship with the rear of adjoining Glendon Road residential properties to the south, it is not considered that sensitive overlooking opportunities would be provided so as to adversely affect amenity. To the northern side, the new dormers would align in height with existing second floor openings to the west and would be setback from Rushton Road – they do not therefore pose any threat to amenity upon the opposing built form to the north (Madams Gardens).

Relatively minor reconfigurations to window openings are proposed to the western facing elevation of the property (where it looks over the car park serving the Blue Bell Public House); there are no amenity concerns with respect to overlooking in this context. To the eastern side of the site a number of new openings are required and are proposed to serve newly proposed flats in terms of providing daylight and outlook. The nature and form of these openings have had to be given careful thought given that the eastern elevation of the easternmost building on site bounds the rear amenity area of a residential property (No. 8 Rushton Road). At ground floor level a 1.8m close boarded fence would be erected (within a slither of land within the applicant's ownership) so as to deter potential overlooking at this level. Other new windows have either been positioned so as to be high-level or treated so as to be opaque or partly-opaque to ensure that immediate sensitive overlooking is guarded against, whilst also ensuring that some form of outlook would serve all newly proposed habitable rooms (i.e. at least by way of a high-level clear glazed panel).

It is considered that the proposed internal living arrangements are acceptable for each of the proposed flats. The applicant has taken into account the Nationally Described Space Standards when configuring the proposed internal layouts (the scheme, with the exception of a couple of minor discrepancies, complies in full with these standards) and has ensured that each of the proposed flats is afforded a good standard of outlook.

The scheme also includes a designated shared external amenity area for future residents to the western side of the site in the interests of providing an external area for residents to use. This has been carefully configured alongside neighbouring high-level ground floor window openings serving the adjacent proposed Flats 3 and 4. The windows are positioned at a slightly higher level (their base at approximately 1.8m above the adjacent ground level) in the interest of ensuring users of the amenity area do not have direct sensitive views into these flats.

KBC Environmental Health have confirmed no objection to the scheme, but requested conditions related to contamination investigation (which is considered prudent by virtue of the past industrial uses of the site) and the production of a construction management plan to be adhered. Such a requirement is also considered prudent given the surrounding land uses and highway routes. It should be noted that Environmental Health has not requested any specific provisions to be installed with respect to noise mitigation within the proposed flats; this is in the context of the site being predominantly surrounded by neighbouring residential uses with the exception of the Blue Bell Public House.

It is considered that the scheme, subject to an appropriately worded planning condition being applied to ensure that obscure glazing is applied where required, appropriately safeguards the residential amenity of future and existing occupiers in compliance with Policy 8 of the JCS and the policy guidance contained within the NPPF.

4. Bin Storage

The proposals incorporate a standalone purpose built bin store at the southern end of the site. It would be directly accessed with a level hard bound access from Glendon Road. It has been demonstrated on the proposed floor plan that it would be of sufficient size to incorporate up to 9no. 1,100 litre storage containers for refuse and recyclables. It is considered that the proposed facility is fit for purpose although, in the interests of prudence and to safeguard general amenity, a condition should be applied to any consent to secure the final details and specification of the facility.

5. Parking & Access

It is proposed that 22no. car parking spaces be provided on-site as part of the re-development proposals. These would serve the 26no. flats that are proposed (21no. one-bed and 5no. two-bed flats). A notable number of objections have been received from local residents with respect to the proposed car parking arrangements. These comments have been raised in the context of the difficulties that are already experienced in the local area in terms of parking on-street due to a high demand for spaces. This, it has been commented, can cause inconvenience and potential highway safety issues.

Policy 8 of the Joint Core Strategy states that development should prioritise the needs of pedestrians, cyclists and public transport users and should be resisted where highway safety would be prejudiced and that satisfactory means of access and provision of parking should be ensured. At the present time the Council does not have specific adopted car parking standards, however the County Council as Local Highway Authority have their own parking standards (not adopted by KBC) which can be used as a useful reference point. The proposed development, when

assessed against these standards, generates a minimum parking requirement of 31no. spaces (1no. space per 1-bed flat and 2no. spaces per 2-bed flat). The scheme therefore produces a shortfall of 9no. spaces when compared against NCC's guidance.

In the interest of seeking to demonstrate that the proposed car parking arrangements are acceptable, the applicant has produced a Transport Statement (TS) that includes parking surveys. The TS first notes the site's sustainable location, being in close proximity to Rothwell town centre and its associated services and public transport provision. The TS also considers accident data (which confirms no common factors occurring across the four accidents recorded within the study area since 2013, therefore pointing towards no existing road safety concerns), the anticipated trip rates to be generated by the scheme, the proposed access arrangements and also contains details of the parking beat surveys that have been carried out.

The anticipated proposed number of trip rates that would be generated by the 26no. unit scheme compare very similarly with the hourly and daily number of trips that would be realistically be expected to be generated by the proposed industrial facility (were it to operate at full capacity). Indeed the proposed scheme would be expected to produce a minor reduction in trips when compared in this way. It is of course understood that the site is not currently used at its full capacity, but the fact remains that it could be operated in this more intense way without any form of planning consent being required.

Existing site access points and dropped kerbs are proposed to be utilised. The existing area of car parking at the northern edge of the site (to the south of Rushton Road) is to be retained and reconfigured (to provide 6no. spaces) whilst the southern side and central areas of the site are to be reconfigured to provide 16no. car parking spaces accessed from the existing Glendon Road access point. Whilst a full 2m x 2m splay would not be provided to the west of parking bay 6, a splay of approximately 1m x 1m would be provided in a location where vehicle movements are slow-moving; this is considered to be acceptable particularly when considering the importance of maximising the extent of available parking space on-site. In terms of the Glendon Road access point, the vehicular visibility splay to the west measures 2m x 34m in comparison to Highways' usual minimum standard of 2m x 43m in a 30 mph restricted zone. However it should be noted that the access already serves the existing factory site and that accident data does not cause any concerns. Pedestrian visibility splays have been incorporated on either side of this access point. It is considered that appropriate levels of pedestrian and vehicular visibility would be provided in this location. The proposed new use also removes the potential need for HGVs and other commercial vehicles to regularly service the site.

The number of parking spaces proposed represents the realistic maximum number that could be safely and appropriately accommodated upon the site (when factoring in the extent of built form to be retained and other required elements to be provided on-site, such as bin / bike stores). Indeed the total of 22no. proposed car parking spaces compares favourably to the 10no. spaces that are currently provided on-site.

With respect to assessing current publically available car parking arrangements in the area, survey work has been carried out in accordance with a methodology agreed with the Local Highway Authority. This was done within a 200m walking distance of the site and excluded restricted parking areas from its findings. Surveys were undertaken on a half hourly basis between the hours of 16:30 and 20:00 on Wednesday 28th June and a further 'snapshot' survey was carried out at midnight on Wednesday 18th October 2017.

The survey results demonstrate that there is on-street car parking availability within the vicinity of the application site. Indeed the half hourly survey results show a minimum of 116no. spaces being available within a 200m radius of the application site and the snapshot midnight survey results show that 118no. spaces were available (notwithstanding that a number of streets were observed to be at full capacity, such as New Street, Crispin Street and Cross Street). It has been suggested within a recent neighbour consultation response that double yellow lines have in the recent past been applied to certain stretches of Glendon Road – it should be noted that the survey work indicates adequate levels of parking availability even disregarding Glendon Road as a potential parking option.

The Local Highway Authority (LHA) has acknowledged that the survey work has been carried out in accordance with their agreed methodology and that it does indeed conclude that there are sufficient spaces available in the site's vicinity to serve the development. The LHA has not objected to the scheme and has stated that the Council should satisfy itself regarding parking and serving at the site.

The site is sustainably located within a comfortable walking distance of Rothwell Town Centre and its associated services and facilities. The scheme also offers good provision for on-site cycle storage facilities in two locations upon the application site (totalling storage space for 33no. cycles). Given that the applicants have maximised the potential of the site in terms of the parking to be provided on-site (22no. spaces), the fact that there is an existing lawful industrial use of the site that already generates its own car parking requirements and that survey work has been undertaken to demonstrate that there is publically available car parking that can be utilised in addition to the proposed on-site provision, it is considered that satisfactory means of access and provision of car parking is proposed and that highway safety would not be prejudice in compliance with Policy 8 of the JCS and the policy guidance contained within the NPPF.

6. Crime Prevention

In accordance with Policy 8 of the JCS, development should seek to design out anti-social behaviour and crime. The Crime Prevention Design Advisor requested further information with respect to the crime prevention measures to be incorporated. In response the applicant submitted a statement to confirm that the proposed bin store would not obscure the entrance to the building whilst secure entrances to the shared amenity area and both the bin and bike stores would be provided. There remains the potential to provide audio-visual access control for future residents (to be considered by the developers at detailed fit-out stage). The proposed 1.1m high metal railings to the shared amenity area would supplement an existing retaining wall that measures between approximately 1.5m and 2m in height along this particular boundary of the site with the Blue Bell public house (in any event a

planning condition is recommended to secure the final specification of any boundary treatment to be installed). Furthermore it has been confirmed that all proposed window and doors shall meet the relevant requirements of the building regulations. It is considered that adequate assurances have been provided to demonstrate that matters of crime prevention have been appropriately considered subject to the final specification of boundary treatment and of the bin store being secured via condition.

7. Drainage

The application is supported by a Flood Risk Assessment (FRA); the site is located within the lowest risk flood zone (Flood Zone 1). An indicative surface water layout plan has been submitted as part of the FRA to demonstrate that surface water attenuation can be accommodated on the site through the use of such measures as below ground storage tanks. The Lead Local Flood Authority has agreed that conditions can be applied to secure the final details of surface water management and maintenance. The scheme therefore is considered to adequately address flood risk and surface water management matters in accordance with Policy 5 of the JCS.

8. Biodiversity

Policy 4 of the JCS requires development to protect existing biodiversity and geodiversity assets. The NCC Biodiversity Officer requested that a Bat Survey be undertaken, this has duly taken place. No bats were found during this work, but numerous potential access points and a single bat dropping (appearing to be of considerable age) were discovered. In accordance with the conclusions of the survey work and the latest response from the NCC Biodiversity Officer, a Method Statement for bats should be secured via condition prior to the commencement of any works on site.

9. S106 – Affordable Housing

In accordance with Policy 30 of the JCS, 30% of the total dwellings proposed should be affordable units – which would ordinarily be secured via a S106 legal agreement. The 30% figure is subject to the viability of development being taken into account. In this instance a Viability Report has been produced by the applicant to demonstrate that the scheme cannot sustain an affordable housing offer. The assumptions made in this Report are considered to be reasonable and appropriate following consultation with the Council's Housing Officers. The scheme would not be viable with affordable housing and therefore it is not appropriate to pursue in this instance.

10. Sustainability & Fire Safety

In accordance with the requirements of Policy 9 of the JCS and to promote a sustainable form of development, a condition is recommended to secure a scheme that demonstrates that measures are to be incorporated within the development to ensure that no more than 105 litres of water are used per person per day. Furthermore, in the interests of fire safety and compliance with Policy 8 of the JCS, a condition should be attached to secure the installation of fire hydrant in accordance with a request received by the Fire and Rescue Service via the County Council.

Conclusion

The proposed development would provide a use of the site that is compatible with its predominant residential surrounds, would enhance the character and appearance of the adjacent Rothwell Conservation Area and respect and preserve the historic significance of the built form upon the site itself. The scheme would adequately safeguard residential amenity whilst it has been demonstrated that the development would be served by adequate car parking opportunities so as not to prejudice highway safety in accordance with Policies 2, 4, 6, 8, 9, 11, 12, 15, 22, 28, 29 and 30 of the North Northamptonshire Joint Core Strategy and the policy guidance contained within the National Planning Policy Framework.

Background Papers

Title of Document:

Date:

Contact Officer:

Andrew Smith, Development Team Leader on 01536 534316

Previous Reports/Minutes

Ref:

Date: