

BOROUGH OF KETTERING

Committee	Full Planning Committee - 27/06/2017	Item No: 5.1
Report Originator	Christina Riley Senior Development Officer	Application No: KET/2016/0690
Wards Affected	Desborough St. Giles	
Location	60 Queen Street, Desborough	
Proposal	Full Application: Conversion of existing building to 8 no. apartments	
Applicant	Mr R Wright C/O Agent - CC Town Planning	

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 amended plan numbers shown below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 2 and 8 of the North Northamptonshire Joint Core Strategy.

3. 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, and the approved windows and doors shall be retained.

REASON: In the interests of preserving the character of this non-designated heritage asset in accordance with policy 2 of the North Northamptonshire Joint Core Strategy.

4. 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: These details are required prior to the commencement of development, to ensure that features of archaeological interest are properly examined and recorded, in accordance with Policy 12, Paragraph 141 of the NPPF.

5. No development shall commence on site until a scheme for limiting the transmission of noise between individual units of accommodation has 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 scheme and the scheme shall be completed before any of the units of accommodation are occupied.

REASON: Measures to limit the transmission of noise are necessary prior to the commencement of development to protect the amenity of occupants of the proposed flats and adjacent residential properties in accordance with policy 8 of the North Northamptonshire Joint Core Strategy.

6. Prior to the first occupation of the development hereby approved, details of refuse storage and collection facilities shall be submitted to and approved by the Local Planning Authority. Prior to the first occupation of the development hereby approved the approved refuse storage and collection facilities shall be made available for use. These facilities shall be retained at all times thereafter, unless otherwise agreed in writing with the Local Planning Authority.

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

7. Prior to first occupation full details of the bicycle parking shall be submitted to and agreed in writing by the Local Planning Authority. The agreed plans shall be implemented and maintained in accordance with the approved details. Bicycle parking shall be secure, covered and overlooked by the flats or within the building in an easy and accessible space.

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

8. 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.

Officers Report for KET/2016/0690

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

3.0 Information

Relevant Planning History

KE/84/0659 - First floor extension to existing factory. Approved 19.09.1984

KET/2004/0273 - Conversion of factory building to form 7 no. residential units with associated amenity area & parking. Approved 17.08.04

Site Description

Officer's site inspection was carried out on 07.11.16.

The application site is located at the junction of Queen Street and Union Street, and comprises a two story red brick and slate factory building and car park. The main elevation runs along Queen Street and has survived relatively untouched, with a date stone 1895 under a central pediment. This elevation also contains the access to the building. The main elevation of the building. Access to the car park is from Union Street.

To the rear of the site is a Church Hall, a non-residential use, to the front North-east) are the front elevations of properties on Queen Street. To the side (north) is the side elevation and garden of No. 58 Queen Street, to the south, on the opposite side of the road, are the front elevations of dwellings on Union Street.

Proposed Development

Conversion of vacant factory (once a corset factory) to 6 no. 1 bed flats and 2 no. 2 bed flats.

Constraints Affecting the Site

None

4.0 Consultation and Customer Impact

Highway Authority

As a result of the Initial round of consultation a Parking Beats Survey was required.

The Parking Beats Survey was provided and the Highway Authority consider this to be acceptable, however the site layout does not meet NCC standards in relation to width of access, visibility splays, number of parking spaces, cycling spaces, size of spaces, turning facilities.

NCC Archaeology

No objection subject to condition requiring a programme of archaeological

works.

Environmental Health

No objection subject to a condition requiring works audible at the site boundary to only be carried out at certain times.

Desborough Town Council

Conversion of this redundant building is welcomed, following comments are made: -

- No information provided on how the flats will meet water efficiency standards set out in Policy 9 of the NNJCS. This should be provided before consent is granted.
- Noise levels between flats needs to be considered
- No outside space available for recreation/washing etc.
- Parking should be re-examined to see if more can be provided
- Is bin storage adequate

Neighbours

6 letters have been received objecting to the application on the following grounds. One letter has been received which does not object to the proposal, but makes various comments which are included in the list shown below: -

- Overdevelopment of the site
- Proposal will lead to increased parking in the street, if off road parking is to be provided it will need to be for a minimum of 8 vehicles possibly 16.
- Residents in vicinity of the development struggle to find parking space, cars already park on the corner of the street.
- Neighbouring church generates additional traffic
- Bin store only 4 yards from our door (58 Queen Street), will create a blind spot and is over the building line for Queen Street
- Bin size is insufficient for the number of bins required
- Disruption from building works
- Entrance would be better on the Union Street elevation, to provide direct access from the car park
- Overlooking, leading to loss of privacy (from 85 Union Street) and Queen Street

5.0 Planning Policy

National Planning Policy Framework

Policy 4. Promoting sustainable transport

Policy 6. Delivering a wide choice of high quality homes

Policy 7. Requiring good design

Policy 12. Conserving and enhancing the historic environment

Development Plan Policies

North Northamptonshire Joint Core Strategy

Policy 2. Historic Environment
Policy 8. North Northamptonshire Place Shaping Principles
Policy 9. Sustainable Buildings
Policy 11. The Network of Urban and Rural Areas
Policy 29. Distribution of New Homes
Policy 30. Housing Mix and Tenure

6.0 Financial/Resource Implications

None

7.0 Planning Considerations

The key issues for consideration in this application are:-

1. The Principle of Development
2. Character and Appearance
3. Residential Amenity
4. Parking and Highway Safety
5. Bins
6. Sustainable Buildings
7. Comments on other points raised by the proposal

1. The Principle of Development

The application site is in an established residential area of Desborough. Paragraph 49 of the National Planning Policy Framework states that applications for housing should be considered in the context of the presumption in favour of sustainable development.

Policies 11 and 29 of the North Northamptonshire Joint Core Strategy direct development to existing urban areas and encourage the re-use of previously developed buildings in the Market Towns, which include Desborough.

Policy 8 of the North Northamptonshire Joint Core Strategy is supportive of residential development provided there is no adverse impact on character and appearance, residential amenity and the highway network. The principle of development for this proposal is therefore established subject to the satisfaction of the development plan criteria.

2. Character and Appearance

Policy 8(d)(i) of the North Northamptonshire Joint Core Strategy requires new development to respond to the site's immediate and wider context and local character. The building is a former corset factory and as a result is considered to be a non-designated heritage asset. As such Policy 2 of the North Northamptonshire Joint Core Strategy and Policy 12, paragraph 135 of the National Planning Policy are relevant.

These policies require development to conserve and where possible enhance heritage assets', and complement their surroundings. Paragraph 135 of the NPPF requires the Local Planning Authority to consider the effect of an

application on the significance of a heritage asset. Policy 8 requires all development (Regardless of whether it is a heritage asset) to respond to the sites immediate context.

As a result of amendments the proposal now retains the entrance in its original location, no other changes are proposed to the front elevation (facing Queen Street). No changes are proposed on the side elevation facing 58 Queen Street. Replacement windows are proposed on the rear elevation and the elevation facing Union Street. These windows replicate the size, style and detailing of the windows on the front elevation and replace modern non – traditional windows which are unsympathetic to the general appearance of the building and area. As a result they are considered be an improvement to the overall character and appearance of the area and a benefit of the scheme.

As a result the proposal is therefore considered to be acceptable in terms of the impact on the character of the area and the significance of this non-designated heritage asset subject to a condition requiring the detail of the windows and doors to be submitted, as these contribute to the buildings significance as a non-designated heritage asset. The proposal accords with Policy 2 and Policy 8 of the NNJCS and Policy 12 of the National Planning Policy.

3. Residential Amenity

Policy 8(e)(i) of the North Northamptonshire Joint Core Strategy seeks to protect amenity by new development not resulting in an unacceptable impact on the amenities of future occupiers, neighbouring properties or the wider area.

The application site is a two storey factory at the junction of Queen Street and Union Street. To the rear of the site is a Church Hall, a non-residential use, to the front (north-east) are the front elevations of properties on Queen Street. To the side (north) is the side elevation and garden of No. 58 Queen Street, to the south, on the opposite side of the road, are the front elevations of dwellings on Union Street.

There have been objections to overlooking and a loss of privacy as a result of the proposed change.

No windows are proposed on the elevation overlooking the side and garden of No. 58 Queen Street. Although the enlarged windows proposed at the first floor level in the rear elevation may lead to some oblique overlooking of this property's garden this will be minor, and will not add significantly to overlooking which could be experienced through existing windows if the building were to be used as a factory again.

The number and size of windows on the elevation facing Queen Street remains the same. There will be some overlooking of these properties but this is a situation which can occur no matter what the use of the building and the relationship between the proposed flats and existing dwellings on Queen

Street reflects that experienced between most other dwellings on Queen Street.

The elevation facing Union Street has seen the most changes, with the removal of an external staircase, replacement of a door with a window on both the ground and first floor and two new windows on the ground floor. These windows will overlook properties on Union Street, however these properties are a minimum of 15m from the application site, and this relationship is similar to that found in many terraced streets. The removal of the external staircase will also remove the possibility of people congregating at the top of the staircase and overlooking properties.

Policy 30 of the NNJCS requires housing development to meet National Space Standards, which are currently set out within '*Technical housing standards – national described space standard for dwellings*'. One bed two person flats should provide a floor area of 50 sq. m, and two bed three person flats should provide a floor area of 60 sq. m.

All the flats meet the minimum floor area required. 6 of the 8 flats meet the required bedroom sizes. In Flats 4 and 8 (the only 2 bed flats) both rooms meet the space standards for a single room, but not for a double room. Double bedrooms should have a floor area of 11.5 sq. m, these bedrooms slightly below the requirements of a having a floor area of approx. 11.27 sq. m. As the majority of the flats meet the requirements and the remaining two are only slightly below (in both cases less than 0.5 sq. m) it is considered that in this particular case, these sizes are sufficiently close to the National Standards.

The town council's comments in relation to outdoor space are noted, however planning guidance stresses the need for a variety of housing types to give people choice. As the proposal will not (subject to conditions) lead to any other amenity issues the lack of amenity space on its own is not sufficient reason to refuse the application.

The proposal is therefore considered to be acceptable in terms of the impact upon amenity, and subject to conditions with regards to acoustic separation is in accordance Policy 8 of the NNJCS.

4. Parking and Highway Safety

Policy 8(b)(ii) of the North Northamptonshire Joint Core Strategy seeks to ensure a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards.

At the request of NCC Highways the applicants submitted a parking survey which covered the entire length and both sides of King Street, Queen Street, Regent Street, Station Road/Rushton Road from the roundabout to the junction with Regent Street, Union Street from the junction with Rushton Road to the junction of the road accessing development to the rear of Havelock Junior School and part of Lower King Street. The survey was carried out on a Tuesday and a Sunday in school term time. The survey shows that space for on-street parking was available throughout the day on both days.

Neighbours and the Local Highway Authority have objected to the proposal on parking and highway safety grounds and these concerns are understood. The application must however be viewed against the current planning use of the site, which is as a factory (B1). This use could resume in the building without the need for planning permission. B1 uses include Offices, research and development of products and processes, and light industry appropriate in a residential area. It is likely that these uses would generate as much, or possibly more traffic than a residential use. NCC Parking Standards have not been adopted by this authority; nevertheless they provide a useful guide in assessing the parking requirements of development proposal. Based on these requirements the existing use results in a need for 18 car parking spaces, 1 HGV parking space and 1 waiting space. Under the same standards the proposal generates a need for 20 car parking spaces with no HGV parking.

It is accepted that this application will add to parking on the street, however the Parking Beats Survey shows that parking spaces are available, and as shown above it is concluded that, in terms of parking, the material impact of the proposed use would not be so different to what is already permitted at the site. It is therefore considered that the proposal is acceptable in this respect.

Similarly it is also noted that the access and visibility splays do not meet standards suggested by NCC Highways, however taking into account the existing use on the site, which would be likely to generate a need for larger vehicles using the site, it is considered that it would be unreasonable to request the changes suggested.

The applicant has submitted plans which show cycle storage within the building and externally to the side. Cycles could also be accommodated within flats, at least on the ground floor. Provision for cycle storage will be conditioned to ensure it is provided as part of any subsequent development.

As a result of the above the proposal, subject to conditions relating to cycle storage, is considered to be acceptable in terms of the impact on parking and highway safety and is in accordance with Policy 8 of the NNJCS.

5. Bins

There have been objections to the size and location of the bin stores. The applicants have provided a plan showing additional bin storage and there are other locations which could be considered (along the western elevation for example). It is therefore proposed to add a condition requiring details of the location and design of bin storage.

6. Sustainable Buildings

The applicants have not submitted information to show how internal water use will be limited to 105 litres/person/day and external water use limited to 5 litres/person/day as required by Policy 9 of the NNJCS. A condition requiring this information is proposed to ensure the proposal meets the necessary measures for sustainable buildings for a development of this size.

7. Comments on other points raised by proposal

There has been an objection on the grounds of construction noise and disturbance. This should not be an issue on the site and can be covered under the various powers available to the Council if this is the case.

Conclusion

Subject to conditions, the proposal is considered acceptable and in accordance with Policies 2, 8, 9, 11, 29 and 30 of the North Northamptonshire Joint Core Strategy and Polices 4, 6, 7 and 12 of the NNPF, as set out above. The proposal is therefore recommended for approval.

Background Papers

Title of Document:

Date:

Contact Officer:

Christina Riley, Senior Development Officer on 01536
534316

Previous Reports/Minutes

Ref:

Date:

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