

BOROUGH OF KETTERING

Committee	Full Planning Committee - 14/11/2017	Item No: 5.2
Report Originator	Gavin Ferries Senior Development Officer	Application No: KET/2017/0538
Wards Affected	Northfield	
Location	49 Grafton Street, Kettering	
Proposal	Full Application: Demolition of existing workshop and erection of 6 flats	
Applicant	BWC (Holdings) Ltd	

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. This permission relates to the following amended plans;
Drawing Title Proposed Site Layout Project Code 1648 Drawing Number PL-01 Revision B received 18 August 2017; and
Drawing Title Proposed Plans & Elevations Project Code 1648 Drawing Number PL-02 Revision C received 18 August 2017

REASON: In order to define the permission.

3. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts B to C have been complied with.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON: Contaminated land remediation is required prior to the commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policies 6 and 8 of the North Northamptonshire Joint Core Strategy

4. Prior to the commencement of any development on site, a detailed method statement for the demolition of the existing buildings and the construction of the new building and car park shall be submitted for the written approval of the Local Planning Authority. The statement must include;

- i. An overall strategy for managing impacts which arise during demolition and construction;
- ii. Measures to control dust and dirt during construction;
- iii. Control of noise emanating from the site;
- iv. Hours of construction work for the development;
- v. Proposed method of demolition;
- vi. Storage of materials

The development shall be undertaken in accordance with the approved strategy unless alternative details have been approved in writing in advance by the Local Planning Authority.

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

5. No construction 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 in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

6. The vehicle parking area and bicycle storage hereby approved shall be provided in accordance with the approved amended plans project code 1648 PL-01 Revision B and PL-02 Revision C received 18 August 2017 prior to the first occupation of the building hereby permitted and shall be permanently retained and kept available for this purpose.

REASON: To ensure adequate on-site parking provision for the approved building and to discourage parking on the adjoining highway in the interests of local amenity and highway safety.

7. Prior to the first occupation of the development hereby approved, the refuse storage area shown on amended plan project code 1648 drawing number PL-02 Rev C received 18 August 2017 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.

8. The visibility splays shown on the approved amended plan Drawing Title Proposed Site Layout Project Code 1648 Drawing Number PL-01 Revision B received 18 August 2017 shall be instated prior to the first occupation of the building and thereafter be permanently kept free of all obstacles to visibility over 0.6 metres in height above pavement level.

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

Officers Report for KET/2017/0538

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

3.0 Information

Relevant Planning History

None

Site Visit

Officer's site inspection was carried out on 24 July 2017.

Site Description

The application site currently consists of a two storey redbrick building which fronts directly onto Grafton Street with a yard to the rear which contains numerous single storey shack type sheds. The site is currently used as a joinery workshop and has a B1 light industrial use. There is vehicular access into the rear yard from Grafton Street.

The area is primarily residential in nature with the exclusion of the site itself and St Andrews School which is opposite the site.

Proposed Development

The application seeks consent to demolish the existing buildings and to erect a block of six flats and shall include the provision of an undercroft access to a car parking area for 6 cars to the rear

Any Constraints Affecting the Site

Nene Valley NIA Boundary

4.0 Consultation and Customer Impact

Highway Authority: no objection following re-consultation on additional details including parking beat survey

The parking beat survey is considered to be acceptable, to have demonstrated that there are sufficient spaces available.

Condition requiring visibility splays and parking to be laid out and retained.

Environmental Health: No objection subject to conditions requiring compliance with contamination report and construction/demolition statement

Neighbours: 8 letters were received raising concerns/objections on;

Parking (particularly during the working day)

Loss of light, overshadowing

Privacy

Impact of demolition particularly with the attached outbuildings

Crime risk particularly as a result of the loss of outbuildings

Location of bin store

Noise from new residents

Proximity of building making it appear attached to adjacent property

5.0 Planning Policy

National Planning Policy Framework

- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 8. Promoting healthy communities
- 11. Conserving and enhancing the natural environment

North Northamptonshire Joint Core Strategy

- Policy 6 Development on Brownfield Land and Land affected by contamination
- Policy 8 North Northamptonshire Place Shaping Principles
- Policy 11 The Network of Urban and Rural Areas
- Policy 22 Delivering Economic Prosperity
- Policy 28 Housing Requirements
- 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. Principle of development
- 2. Design
- 3. Residential Amenity
- 4. Highways and Parking
- 5. Other points

1. Principle of development

The site is located within the urban area of Kettering, where development of housing is generally considered to be appropriate in accordance with Policy 29 Distribution of new homes of the North Northamptonshire Joint Core Strategy (JCS). However there are additional principle policy considerations due to the existing use of the site.

The application site is currently a B1 Business unit located in a primarily residential area within the urban area of Kettering. As an employment site it is necessary to demonstrate that either the criteria within Policy 22c) of the JCS are met by demonstrating that there is no reasonable prospect of the site being used for business purposes moving forwards and that the proposed alternative use would resolve existing conflicts between land uses or where compliance with Policy 22c) is not achievable that material considerations outweigh the conflict with the development plan.

The application is accompanied by a marketing appraisal for the site which raises the concerns regarding the locational practicalities of the site due to the existing access and parking arrangements for a business use and the

potentially high degree of conflict with the surrounding residential properties and school. The submitted document notes the lack of commercial desirability of the building given the need for works to the main building and the outbuildings around the rear of the site.

It is considered that whilst the submission fails to demonstrate that there is no reasonable prospect of the site being used for business purposes, the state of the current building and the arrangements means that it is not overly desirable within its current form and state and is likely to become decreasingly so given the confines and preferentially better alternatives. However, it is considered that the use of the site as residential has a lesser degree of conflict with the character of the area and the amenity of the adjacent primarily residential uses than as a light industrial use.

It is considered that the delivery of housing on previously developed land within the urban area on a site that is increasingly in decline within an built up residential location, is a material consideration against the retention of the building.

2. Design

The proposed building is a linear form structure with a central opening which provides an access through to the rear of the site. The proposed frontage follows the general form of the terrace properties within the area with a set of dummy chimneys with mostly equally distributed windows within the main element of the structure. The proposed building is proposed to be red brick with reconstituted stone lintels and cills and a slate roof which subject to samples being approved would preserve the general character and appearance of the area.

To the rear of the building are a set of subordinate projecting gables which are larger than would be characteristic gable extensions of the terrace type of properties but they do follow the Victorian character of having subordinate rear projecting gables as extensions to the main building.

The existing building is mostly a blank elevation to the front and the proposal is considered to be an enhancement to the character of the area. The rear elevation is less attractive than the front but is not considered to be harmful in appearance terms and does follow the general characteristics of the area. The rear elevation is not publically visible but, as the proposal results in the removal of the fairly dilapidated outbuildings which surround the rear of the site, it is considered to be a visual enhancement within the site.

3. Residential amenity

The proposal is for 6 flats with the 3x 1 bed flats all being 52sqm and the 2bed flats being 61sqm, 76sqm and 77sqm. The nationally described space standards 1bedroom 2person units to be 50sqm and 2bed 3person units to be 61sqm. The proposal therefore meets or exceeds the minimum criteria.

The proposal does potentially have increased impact on the residential amenity of existing dwellings particularly those to the rear of the site within Sackville

Street. However, the degree of separation proposed is approximately 17m to the rear of the projecting gable sections of the properties to the rear and whilst this is a lesser extent than may be desirably sought on new buildings this is a greater distance than the nearby block of flats and is greater than the current 8m separation from the workshop's single storey outbuildings which are directly on the rear boundary. The Sackville Street properties are also separated as a result of the set of outbuildings that run along the rear boundary (within the Sackville Street curtilages). It is also noted that the current separation to the existing main building is around 20m, so the degree of impact on amenity is limited.

The proposed new building and the existing main building are similar in general position and therefore the impact on the properties to either side is not considered to be inherently unacceptable. The proposed new building is taller than the existing by approximately 1m at the Cross Street end but has an offset of 1.2m from the boundary unlike the current building.

The front eaves height of the main section of the new building are set slightly below those of the adjacent dwelling No.47 Grafton Street. The proposed eaves are approximately the same height as the parapet of the current building, there is an increase in height from the new pitched roof but this impact is fairly limited given the degree of separation to the rear.

It is noted that the proposal building is closer to No.47 Grafton Street than the existing building but the section adjacent to No.47 is a bin and cycle storage area and is single storey at this point. The two storey element is stepped to reduce the impact on No.47 and the impact of the building is mostly on the side elevation rather than to the rear.

It is acknowledged, that the existing operation of the site is as a workshop which is not subject to any conditions relating to hours of working or delivery. The use of the site as residential is more in keeping with the adjacent uses and is considered unlikely to generate conflict and is less likely to require commercial vehicles attending the site.

The proposal incorporates a parking area for 6 cars to the rear of the new building, which has potential to impact on the amenity of the neighbouring properties. However, this area currently incorporates the workshop's yard in which commercial vehicles can park and therefore it is not considered that it would result in a notable adverse impact compared to the current scenario.

Overall it is considered that the proposal will provide acceptable levels of residential amenity to future occupiers and not cause significant detriment to the residential amenity of adjacent occupiers.

4. Highways and Parking

The proposal provides 6 off-street parking spaces (1spaces per unit) within the development. As there are 3x1bed and 3x2bed flats, it is considered that the provision of 9parking spaces (1 space per bedroom) would be an ideal provision for the flats including potentially visitor spaces.

During the application a parking beat survey has been provided by the applicant to demonstrate that there is sufficient on-street parking to provide for this shortfall. The submitted parking beat survey demonstrates that there is sufficient on-street parking available during evenings and overnight, to provide for the additional 3 spaces.

Concerns have been raised regarding the provision of spaces during the day, particularly given the school opposite. It is noted that there appears to be less parking available during the day, however, the Highways Authority have advised that the reason that they request evenings and overnight surveys for parking beat surveys is that residential developments create peak demand outside of standard working hours, evenings.

It is considered that the proposed access is not likely to result in a level of intensity that would result in likely risk to users of the pavement or result in unacceptable risk to vehicular users of the carriageway. It is considered that the risk level is comparable to the current access usage and is proportionate to the nature of Grafton Street. Given that access into the car parking area will be by residents of the flats, users of the access will be knowledgeable of the access and it is reasonable to expect that they will enter/exit appropriately in order to avoid accidents.

There are conditions recommended by the Highways Authority relating to the retention of parking area and ensuring visibility splays are laid out. It is considered that subject to these conditions requiring the visibility splays to be retained, that the proposal is acceptable in highways terms.

5. Other points

The proposal includes demolition of the existing main building and the set of small outbuildings which run around the edge of the site. The majority of these are attached to the rear outbuildings of the surrounding residential properties.

Given the location of the site and the immediacy of the adjoining buildings, a demolition and construction statement is recommended via condition and this will include hours and methods of demolition, removal of materials etc. and this will enable reasonable control and avoid harm to the amenity of nearby properties.

It is considered that the proposal represents a potential improvement to the appearance of the area and is not generally desirable for employment. The proposal also contributes a small number of additional residential units which adds to its benefits.

Conclusion

The site is generally considered to be within a sustainable location and given the surrounding uses, the use of the site for residential is considered to be appropriate. The proposal is considered to not result in unacceptably adverse impact on the amenity of the nearby residential occupiers or result in harm in

terms of highway safety. The proposal is considered to visually enhance the area and is recommended for approval.

Background Papers

Title of Document:

Date:

Contact Officer:

Gavin Ferries, Senior Development Officer on 01536 534316

Previous Reports/Minutes

Ref:

Date: