



PLANNING COMMITTEE: 13 December 2011
DIRECTORATE: Planning and Regeneration
HEAD OF PLANNING: Susan Bridge

N/2011/1062: Erection of five three bedroomed terraced houses with associated access and parking at Eastern District Social Club, Crestwood Road

WARD: Talavera

APPLICANT: Eastern District North Social Club
AGENT: Ron Sheffield

REFERRED BY: Head of Planning
REASON: The Borough Council owns part of the application site

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 **APPROVE** planning permission subject to the outstanding highway matters being satisfactorily resolved and for the reason:

The proposed development would respect the character and appearance of the locality and would not significantly adversely impact upon the amenities of surrounding residential and would not be prejudicial to highway safety. For these reasons, the proposal would accord with Policy H6 of the Northampton Local Plan and PPS1, PPS3, PPS5 and PP13.

2. THE PROPOSAL

2.1 Full planning permission is sought for the erection of 5 no. 3 bed houses arranged in a two-storey terrace with access and parking, to be built on surplus land adjacent to the existing Social Club which is situated within the Lodge Farm Community Centre Buildings.

3. SITE DESCRIPTION

- 3.1 The application site lies to the west of Lings Way but is accessed from Crestwood Road to the north via a private road. This road also serves buildings occupied by the Social Club, the British Sub- Aqua Club and a telecoms depot. All of these sites are owned and leased by Northampton Borough Council.
- 3.2 The application site is located to the south of the community centre on land which once formed additional car parking for these premises but which became the subject of misuse and is now overgrown. To the east of the site is the telecoms depot. The access road to the depot runs to the north of the application site. To the south of the site is a terrace of two storey dwellings in North Paddock Court and to the west is an area of open space (identified as existing recreation/leisure in the Northampton Local Plan). A network of public footpaths runs across this land.
- 3.3 The application site is allocated as a primarily residential area in the Northampton Local Plan and adjoins a site identified as a community facility.

4. PLANNING HISTORY

- 4.1 N/2010/1083 – Erection of 5no. 3 bed terraced houses with associated access and parking – Withdrawn
- 4.2 N/2008/0870 – Change of use from car park to car hand washing including landscaped area - Refused

5. PLANNING POLICY

5.1 Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The current Development Plan comprises of the East Midlands Regional Plan, the saved policies of the Northamptonshire County Structure Plan and Northampton Local Plan 1997.

5.2 National Policies:

PPS 1 – Delivering Sustainable Development
PPS 3 – Housing
PPS 5 – Planning for the Historic Environment
PPG13 – Transport
PPG 24 – Planning and Noise

5.3 Northampton Borough Local Plan

E20 – New Development

E19 – Implementing Development
E40 – Crime and Vandalism
H6 - Housing Development within Primarily Residential Areas

5.4 **Supplementary Planning Guidance**

Northamptonshire County Parking Standards SPG 2003
Planning out Crime in Northamptonshire SPG 2004

6. **CONSULTATIONS / REPRESENTATIONS**

6.1 **Anglian Water** – no comments received.

6.2 **NCC Highways:** (response to original plans):

- 1) As agreed in the past with my colleagues, the applicant will be required to construct a new footpath to an adoptable standard to match with the current footpath along the Western edge of the road.
- 2) The applicant will be required to construct a new carriageway to an adoptable standard and will be required to continue at the same width of the existing highway from Crestwood Road. The current proposed carriageway width of 4.8m is not adequate. The minimum acceptable width for the above carriageway is 5.5 m.
- 3) As a part of this development, the applicant is also required to construct a new footpath to an adoptable standard along the Eastern edge of the carriageway.
- 4) A standard turning head is required at the Southern end of the existing Highway and the Eastern end of the new access Road leading into the development. The turning heads will also be surrounded by the footpath.
- 5) A Planning Condition is to be implemented requiring full details of all roads and drainage including cross-sections, longitudinal sections, highway boundaries and proposed ground floor and first floor levels shall be submitted and approved by the Council prior to commence of any construction work on site.
- 6) A Planning Condition is to be implemented requiring NO development shall take place until details in respect of improvement to the new carriageway & new Footways have been submitted and approved by the Council and the approved details have been implemented unless otherwise agreed in writing by the Council.

6.3 **NCC Archaeology** - The application site is located towards the north eastern edge of Northampton, on the western side of Lings Way. Several sites are indicated in the county Historic Environment Record in the vicinity of the site. Possible prehistoric activity is recorded east of Lings Way, and finds of Roman and medieval date have been identified to the west and south west. An Iron Age/Romano British settlement is known further to the east. There is the potential for archaeological remains to survive on the site, albeit in a truncated state. PPS5, HE8.1 stresses the importance of pre application discussions in order to assess the significance of potential heritage assets. Normally, the assessment would take the form of a field evaluation prior to

determination; however, in light of the probability of truncation and the background evidence for archaeological remains, in this instance an archaeological condition will be acceptable. I note from other consultee comments that an investigation into ground contamination may need to be carried out, and I would suggest that if test pitting is to take place it should do so with archaeological monitoring; this may then give an indication of how much further archaeological work would be appropriate. The proposed development will have a detrimental impact upon any archaeological deposits present. This does not however represent an over-riding constraint on the development provided that adequate provision is made for the investigation and recording of any remains that are affected. Suggests a condition for a programme of works.

- 6.4 **NBC Access Officer** – no comments received.
- 6.5 **NBC Public Protection** – no objections but require conditions relating to site investigation and noise from road traffic.
- 6.6 **NBC – Arboricultural Officer** – no tree protection issues as the trees at the site have low amenity value and could easily be replaced with better more suitable plantings.
- 6.7 **NBC Estates and Valuation Section** – no comments received.
- 6.8 **Crime Prevention Design Adviser** – have serious concerns about the proposal as the 2 wards which the site straddles have been identified as 2 of the top 10 wards in the county for serious acquisitive crime (burglary, robbery and vehicle crime). Considers that the applicant has failed to adequately address crime prevention measures and suggests that a condition is added to any consent for a scheme detailing the security standards for the site.
- 6.9 **Neighbouring properties and site notice** – no comments received.

7. APPRAISAL

Policy Context

- 7.1 The site lies within a primarily residential area as identified in the Northampton Local Plan where in planning policy terms the principle of development is normally acceptable providing the scheme is of an appropriate scale and density and in keeping with the character of the area, does not have an adverse impact on residential amenity and is acceptable in highway terms.

Site and surroundings

- 7.2 The proposed site is situated between Lodge Farm Community Centre to the north and housing to the south in North Paddock Court. This housing comprises two storey terraced dwellings built as Development Corporation houses in the 1970's. The proposed dwellings would 'side' onto the rear gardens of these properties at right angle to the existing terrace.

Design

- 7.3 The proposed dwellings would be two storey and have rear gardens of 10-11 metres in depth. Parking provision is located to the front of the dwellings and provides for 2 spaces per dwelling. In addition there are 2 visitor parking bays. A covered cycle and refuse bin store would be provided in the rear garden of the properties. The dwellings would be constructed from brick under a tiled roof and it is considered that their simple design is acceptable and in keeping with the character of the adjacent dwellings.

Impact on neighbours

- 7.4 Due to the separation distance between the proposed dwellings and the existing dwellings in North Paddock Court and as the development would be located to the north, it is considered that the proposed dwellings would not impact on the levels of outlook and light available to surrounding residents. This separation distance and the orientation of the proposed houses would also preserve privacy levels and mean that the development would not be overbearing.
- 7.5 The site is located close to the Community Centre car park. Due to the separation distance concerned and the presence of tree screening between the Community Centre and the proposed dwellings it is not considered that undue noise and disturbance will affect residential amenity.

Highways

- 7.6 The access road to the site is private and owned by Northampton Borough Council. The Sub Aqua Club, Social Club and Telecommunications Depot who lease their properties from NBC, all have rights of access across the land. A previous application was withdrawn when the British Sub Aqua Club claimed that they owned land which formed part of the access. This issue has been resolved and the Sub Aqua Club has not objected to the current application.
- 7.7 The access road is initially of adoptable highway width but it narrows as it approaches the application site to a width of 3m or less. Also the surface of the road becomes variable and at one point joins with the public footpath that is located to the west of the roadway. Initially the Highway Authority indicated that to comply with its requirements the applicant would need to construct a road to an adoptable standard

(minimum 5.5m width), provide adoptable standard footpaths to the east and west of the carriageway and turning heads surrounded by a footpath.

- 7.8 Following the receipt of these comments the applicants' agent met with representative of the Highway Authority with a view to resolving the issues and a potential agreement was reached whereby the access road remains as a private drive. Revised plans informed by the outcome of this meeting have been submitted. At the time of drafting the report the Highway Authority had not yet responded to the consultation on the revised plans. The recommendation at paragraph 1.1 above is based on the expectation that the revised scheme will be acceptable to the Highway Authority. However, it is recognised that the Highway Authority may maintain its concerns in which case the officer recommendation would change to either deferral or refusal for reasons relating to highway matters. Any alteration to the recommendation will be reported to the Committee via the addendum report.

Other matters

- 7.9 NCC Archaeology have indicated that there may be archaeological remains on the site. It is considered that a condition requiring a written scheme of investigation and programme of archaeological works could be applied to any consent.
- 7.10 As a result of comments received by the Crime Prevention Design Adviser it is considered that a condition should be added to any consent requiring that a scheme detailing the security standards for the site be submitted.

8. CONCLUSION

- 8.1 It is considered that the principle of developing this site for residential purposes is acceptable due to its allocation in the Local Plan, the character of the surrounding area and impact on neighbouring land uses. Following objections from the Highway Authority the applicant has submitted revised plans. The Highway Authority has been re-consulted and its comments are awaited. In the circumstances it is considered that it is reasonable to recommend approval of the application subject to the outstanding highway matters being satisfactorily resolved. In the event that they are not resolved the recommendation will be changed accordingly and this will be reported via the addendum report.

9. BACKGROUND PAPERS

- 9.1 N/2010/1083 and N/2008/0870.

10. LEGAL IMPLICATIONS

10.1 None.

11. SUMMARY AND LINKS TO CORPORATE PLAN

11.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.

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| Position: | Name/Signature: | Date: |
| Author: | Rowena Simpson | 29/11/2011 |
| Development Control Manager Agreed: | Gareth Jones | 01/12/2011 |



Name: Charis Holder
 Date: 2nd December 2011
 Scale: 1:1250
 Dept: Planning
 Project: Site Location Map

Title
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