

**BOROUGH COUNCIL OF WELLINGBOROUGH**

**Planning Committee -**

**5<sup>th</sup> August 2015**

**Report of the Head of Planning and Local Development**

**WP/15/00304/FUL The Monk and Minstrel 5 Kettering Road, Isham**

E-mail received from Mr and Mrs L M Sheldon, 7d Kettering Road -

Expressed thanks to officers for attending site meetings, but consider 5 houses too much for the site;

Agreed the following during the site meeting:

1. The shrubs in front of the close board fence is our boundary
2. There will be a condition on the planning consent if planning is agreed, a discussion will take place between the developer, landscaping officer and myself to agree planting of what type shrubs will be planted in the embankment area.
3. Before any work commences along our boundary discussions will take place under the terms of the party wall act and all relevant information will be submitted to me
4. Consideration will be made in relation to the condition of the boundary fence and extra support towards the access road side.
5. A condition will be within the planning consent if planning is agreed that the embankment landscaping will be maintained by a 3rd party.
6. With regards the embankment within the planning consent there will be a condition taking away planning development rights so in the future no work can be under taking with regards the embankment without planning permission

I believe that all the above are all the points we covered and as discussed at both our meetings and by us all working together it will help whilst this development is being progressed

Thank you again for taking the time to discuss my concerns

E-mail received from Steven Bailey, 2 Kettering Road -

I would like to make some comments regarding the proposal.

1. Due to the proposed development being within the conservation area I think more thought has to go into the proposed building materials for the project. It has been recognised that the frontage needed to change to blend in to the area, but just the front of one house. The 1000s of vehicles that pass each day will benefit from this alteration but the habitants of the village who live and go about their daily business amongst the community will get to see exactly what's been developed. With 5 houses that are not individual, using materials that do not fit in with the surrounding area of stone and lime mortar built character properties it will look out of place for 100s of years to come.

2. The properties that have already been developed in the area are individual and are set back from the road side, plans show that the house closest to the road is not in line with any others down the A509.

It would be nice to see the house set back further so the old Monk and Minstrel a historical character building is allowed to be seen as it should be, standing alone. There are too many proposed houses for this site and these have parking for the house hold only. Forget the visitors that will have to find some where to park when visiting the new owners.

Fewer (say 2 or 3) better designed builds, with materials that compliment and don't impact the area should be proposed for consideration.

3. The loss of a public house is again bad news, off set with the introduction of the coffee shop seemed a decent compromise. Now with the proposed conversion of the coffee shop after 2 years I wonder what impact that will have on the company who have taken on a 2 year lease. I would think if the permission is granted for the conversion who ever is running the coffee shop could say ( well it doesn't matter how we do as only here for 2 years so not worth bothering with ) a recipe for disaster I feel.

Isham PC letters – (18.06.2015)

“We wish to lodge our objection to the above application for the reasons stated below:-

We wish to see the existing building retained and feel that a coffee house would be an acceptable use, however, we have concerns regarding the amount of parking which appears to us to be inadequate.

In respect of the housing our view is that this is an overdevelopment of the site. We wish to see a proposal which is reduced in number and size of properties and which includes some affordable element, also, the construction should be reflective of this part of the conservation area and should be for instance in stonework walls with slate roofing.

From the current submission it is impossible to judge what impact the dwellings would have on adjacent properties and land as no levels or street elevations or perspectives are given. From our interpretation large retaining walls may be necessary to accommodate the current layout and we would wish for proper details to be issued so that we could understand the effect.

We note the proposal is to retain one of the existing two access/exit points to the current site in our view this would be of inadequate size to suit any development.

We have had historic flooding in this area especially on the opposite side of the main road and we know Parishioners will require assurance that development of this site will not cause these problems to re-occur.

We understand the Applicant is in discussion with you and that revised plans may be submitted, if so we may wish to make further comment.”

And (14.07.2015)

“We note that revised drawings have been submitted in respect of the above application and still wish to lodge our objection for the reasons stated below:- We wish to see the existing building retained and feel that a coffee house would be an acceptable use with an adequate amount of parking and proper access; we are therefore disappointed this is not now included within the application. It has been stated by the applicant that it has been necessary to change because the highways would not accept the proposed access arrangements; we feel that the access should have been amended to one which was acceptable to the highways rather than changing the use. It is our feeling that the applicant does not want a public facility retaining because he knows it would be necessary to introduce more parking and have a better access arrangement and this would impact upon the number of properties he could attempt to shoehorn onto the site.

In our view the introduction of a coffee house would be a welcomed addition to the village facilities and the loss of the public house would not be so hard felt by the community. Whilst the applicant has tried to document the reason for the failure of the public house we all are aware that if run correctly there is no reason why it cannot be operated successfully, there are plenty of examples to illustrate this. In our view there is no reason why a public house in such a visible and highly used location should not be able to function profitably.

In respect of the housing our view still is that this is an overdevelopment of the site situated in our Conservation Area. We wish to see a proposal which is reduced in number and size of properties and which includes some affordable element. If approval is given for the change of use of the existing building to flats in our opinion they should be affordable and go towards the 5 properties needed when the recent Housing Needs Survey was undertaken, in fact we believe that the whole allocation should be accommodated upon this site which is ideal for the purpose.

We do not feel that the suggested external materials for this proposal are acceptable; the construction should be reflective of this part of the Conservation Area and should be stonework walls with slate roofing.

We note that one street elevation has been submitted on this occasion; however, this has taken the route of least impact on adjacent properties. To judge the full extent of the proposals we request a similar exercise is undertaken where there is the most impact so that we can understand the full effect of the proposals in

relation to the height of the rear boundary and its potential effect on the property's there.

A number of Parishioners have expressed concerns regarding approval being given to any development which further increases the amount of traffic within our village without the benefit of a bypass. The incredibly high volumes of traffic passing through the village are well known by all and do not require detailing here. There are already permissions existing in Wellingborough for large and small developments which will introduce further high traffic volumes, in fact there is an existing permission for more properties directly opposite this site which will add further vehicle movements. We would suggest that any approval on this site should not be given until a by-pass is in place. If however permission is to be given WBC and Highways must give full consideration to the fact that there are high and increasing traffic volumes, there is a development opposite this proposed site entrance, a shop opposite which has a large number of vehicle stop and park illegally to use it, two bus stops and a pedestrian crossing. Health and Safety matters abound proper consideration must be taken into account of all of the relevant factors.

We have had historic flooding in this area especially on the opposite side of the main road and we know Parishioners will require assurance that development of this site will not cause these problems to re-occur.”

Letter from Applicant -

“Following the site meeting today, it is clear that there are concerns regarding the loss of parking spaces for the local residents and the patrons to nearby shops. As I have previously stated to Mr Duyile and Julie Thomas, within the Title Deeds for the property, there are no provisions or agreements in place between the brewery and the local residents regarding the use of the car park on this site. Notwithstanding, I give an undertaking that before any of the construction commences (which will be at least 2 years), and once the fence is down in readiness of the coffee shop opening, the car park can be used by the local residents as long as this is not at a level that affects the trading and viability of the coffee shop.

Concerns were also raised that if consented, the proposal could be partially implemented- with the construction of the 5 dwellings and retention of the cafe use resulting in a mixed use development. From my point of view, this sort of arrangement is undesirable and presents operational and management difficulties. The ideal thing would be to have a single land use for the site and not a mixture of commercial and residential.

To this effect, if the scheme is approved, I am prepared to sign and submit a Unilateral Undertaking or enter into a bilateral Agreement with the Council under section 106 of the Town & Country Planning Act 1990 such that once the development commences, it will be fully implemented in accordance with the approved plans including the conversion of the existing building into 3 flats. In so doing, I forfeit and extinguish all the use rights and permitted development tolerances allowed under the General Permitted Development Order for the

existing public house and the cafe once the implementation of the approved scheme commences.

I trust you will give this due consideration in coming to a decision on the application.”

**WP/15/00380/FUL Land adjacent to 86 Shelley Road, Wellingborough**

Letter from agent 27/07/2015 -

Response to comments received:-

No encroachment with foundations, guttering's or windows on footpath or neighbouring property

Have tried with Estates department to gain legal agreement to use Pope Road access

Existing properties put bins on this area

No. 86 has access from rear footpath and no legal right over the land

Conservatory is not a habitable room

Building work would be carried out during normal working hours

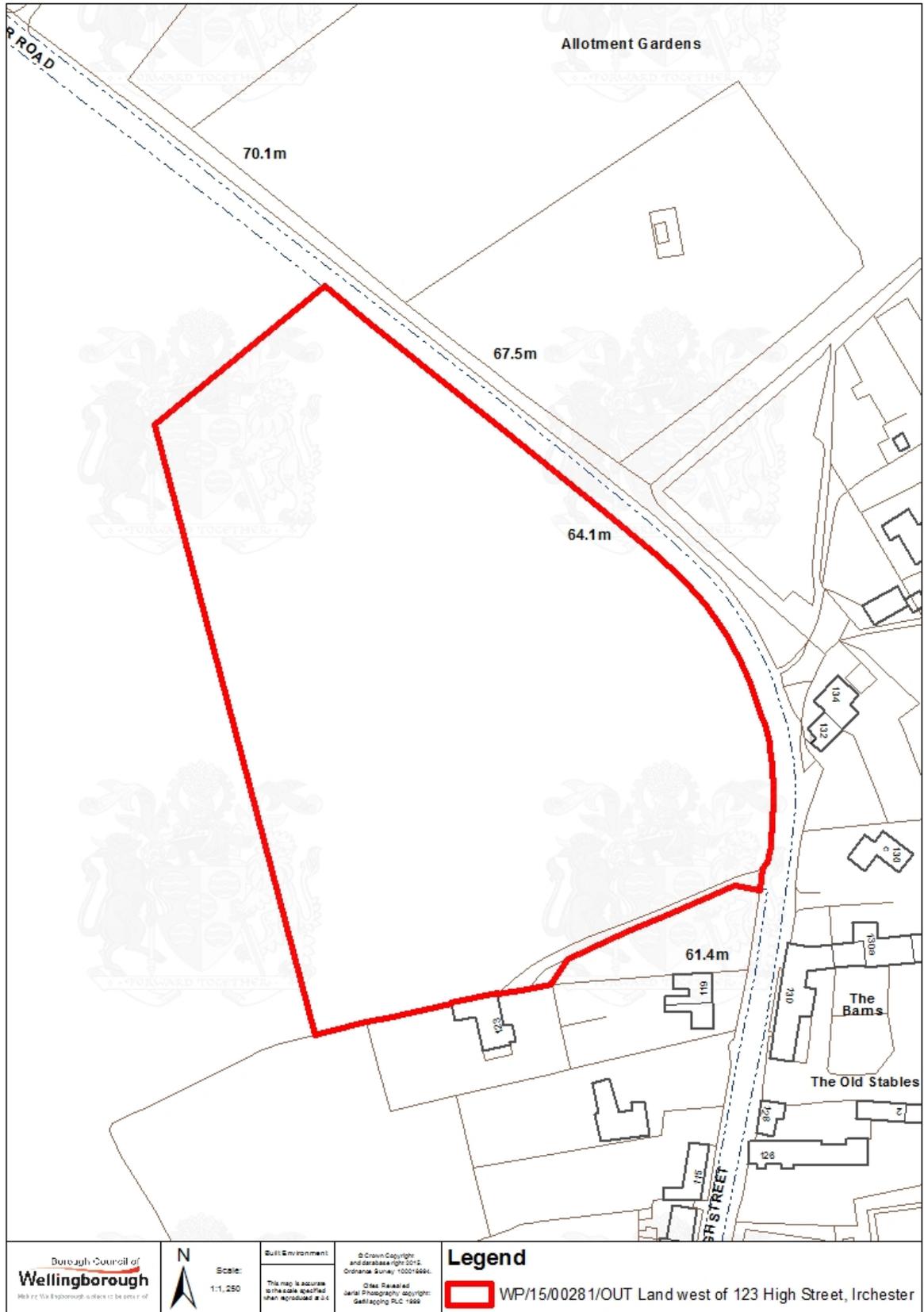
Access for materials would be from Pope Road

No. 88 has large trees adjacent to his front door and rear garden is overgrown removing existing trees along the side of the footpath will allow more light in

No overlooking landing window could be obscured glazed.

# WP/15/00281/OUT Land west of 123 High Street, Irchester

Amended location plan –



NCC, Highways –

“Thank you for consulting Northamptonshire Highways on this outline application. We have no highway objection to make in respect of the application but should your authority choose to approve the development I would expect that such a decision was made subject to provisions for financial contributions towards improvements to public transport and a residential travel plan with incentives to take up non car based modes of transport.

On the previously refused applications we agreed a contributions strategy with the applicant which deals with the shortcomings of the site in terms of proximity to the nearest bus stops in Irchester. It is my intention to seek a similar, pre-dwelling contribution for public transport as before.

It is well known that the frequent bus service through Irchester (X46/7) is a long route taking over 2 hours to complete requiring 9 double decker buses. The development site is on the edges of a sustainable walking envelope to the nearest bus stops – over 600m from the centre of the site to those on Station Road and over 800m to the stop opposite the Post Office on Wollaston Road. Coupled with this is the likelihood that the bus operator will switch some or all of the existing journeys away from Irchester in order to serve the Rushden Lakes out-of-town retail development to the north of Rushden on the A45. This would speed up the X46/47 to something which is more akin to the inter-urban service which it purports to be.

Irchester would then be served by, at best, an hourly service, which Stagecoach has confirmed to Northamptonshire Highways, could potentially be commercially viable. Anything more frequent (which is required) would not.

These two issues require mitigation in order for the development to improve its sustainable travel credentials. New and reallocated buses will be required to serve Irchester if the X46/47 vehicles are rerouted and the expectation would be that a half-hourly service would be the minimum expectation and this is the best we can hope for in the face of the draw of Rushden Lakes.

This this may mean a shorter shuttle service between Rushden and Wellingborough via Irchester but new vehicles would still be required.

To facilitate this, a financial contribution has been calculated which goes some way towards the provision of such a service and the quantum of this has been agreed with the developer. The formula sum per dwelling in my view represents an evidenced approach, which is proportionate with development scale and also is in line with what is sought elsewhere, where this kind of situation exists. A financial contribution towards enhanced bus service(s) to serve Irchester would therefore be £850 per dwelling, payable on first occupation.

This is something which I believe the applicant would be able to accept (as they did previously).

However it is not simply a matter of providing the opportunity for residents to take the bus – it is often required that they require a “nudge” and this is where the

residential travel plan can be put to use. Thankfully the applicant has outlined the measures by which these might be achieved and the offer of “Megarider” tickets to new residents is accepted although it is uncertain that 4 1-week tickets per household would be sufficient to sustain the take up of bus travel beyond the initial period.

I suggest that 8 weekly passes (or 2 monthly ones) per household is agreed as the appropriate intervention level. Other than this the travel plan is acceptable. Please also ensure, should you permit this application, that an appropriate condition is placed on the consent which clearly states the need for the developer to submit details of the access off High Street and have these approved in writing prior to the commencement of development, and to construct it in accordance with the approved plans prior to occupation of any dwellings.

I trust this response covers matters satisfactorily.”