

BOROUGH COUNCIL OF WELLINGBOROUGH

Planning Committee -

21 August 2019

Report of the Director of Place and Strategic Growth

WP/19/00273/FUL Land between 34 and 34A Castle Street, Wellingborough

2 additional letters of representation have been received objecting to the proposal. The comments can be summarised as follows:

- Previous objections still relevant
- The development will impact upon parking facilities in the street, especially during term time for Wellingborough School
- No provision made for the tree on the pavement outside the proposed address. Any removal or damage will adversely affect the street and its appearance
- There is no case for the development under the local plan. The housing tractectory makes clear that 9,279 dwellings are expected to be delivered, well in excess of 7,000 required by the JCS.
- The proposal satisfies no compelling housing need, does not return a brownfield site to use and severely impacts on the health, wellbeing and character of Castle Street
- Concern about parking and access, disturbance and congestion.
- Objection about not being able to maintain and repair the side wall of number 34a and the proposed new house. A building that cannot be maintained on one side is not an example of resilient design
- Any damp problems which arise would not be able to be addressed due to the small gap. Number 34 has already suffered from past damp along this wall and future damp problems would be more likely to occur due to build-up of vegetation inside the gap that could not be removed due to inaccessibility.
- Option to install extremal insulation would be removed
- Necessary future maintenance, such as repointing and repairs to the side of both walls would be impossible.
- Any future proofing or adaptation which may arise, which require access to external side walls would be impossible to implement.
- Restrictive covenant relating to nuisance being caused to the owner or occupier of an adjoining lot. Suggest that erecting a building which prevents maintenance of adjoining property is a considerable nuisance. Similarly blocking a window.
- The phrase 'general pattern of development' in the committee report is vague and not elaborated. The pattern of development on the west side of Castle Street is to have terraces of houses interspersed with detached houses, with gaps between houses which are easily accessible for maintenance. There is not pattern of tiny inaccessible gaps.
- On the other side of Castle Street there has been some more recent development, but this has followed the general pattern of having accessible gaps between

buildings.

- The general pattern of development would be better reflected by siting the new house equidistant between 34 and 34a.
- The residential extension SPG recommends a minimum of 1m between properties. This guidance is completely ignored in the planning consideration.
- A number of local residents have raised safety issues, especially on Castle Road where the vast majority of available spaces identified in the survey are located. Can the committee show us their research into the safety of Castle Street.
- Please could the Committee also explain what methodology they have employed to satisfy themselves that parking in the available spaces on Castle Road (adjacent to the cemetery and the Castle Theatre) is sufficiently convenient for a resident of upper Castle Street, as required by NCC Highways.
- More evidence on safety is required - the author of the report does not give an adequate reason (or any reason at all) to discount residents' concerns about safety.
- Parking on Castle Road brings a fear of crime, which would undermine quality of life for those forced to park there.

WP/19/00296/FUL 37 Main Road, Grendon

A letter of objection has been received from a household local to the application site. The additional comments can be summarised as follows:

- Have previously objected in relation to the scale of the proposed development and overdevelopment of the site; contemporary appearance and character of the proposed development and conditions not being adhered to from the original application.
- Strongly believe the proposed development will have an adverse effect on the amenity of the village which was stipulated in the original application that was granted permission.
- The setting and outlook from the cemetery will be hugely impacted by the proposed development.
- The other condition stipulated by the original permission was that the building should be constructed in stone or brick coloured stone to blend in with the neighbouring properties that are in the conservation area. The original property was constructed using a stone coloured brick and the new development is proposed to be a rendered effect that will not be in keeping with the neighbouring properties.
- Feel that if this planning application is granted permission then it will have a huge detrimental impact on the amenity of the public areas of the village which goes against the conditions originally imposed by the permission granting the original build.
- Believe that if this planning application is approved it will have a huge impact on the village not just for 20 years but for the generations that will live in and visit the village. We live in a beautiful and very old property which is 250+ years old with many older properties in the conservation area bordering the application site. If the extension goes ahead it will adversely affect the conservation area and village amenities just by its close proximity to the conservation area and public areas. We feel as custodians of our property it is our duty to ensure we protect it and the adjoining cemetery and church for future generations

WP/19/00370/FUL Land adjacent to 146 Main Street, Little Harrowden

Councillor Hallam has requested to speak with regard to the above application and has submitted a late letter.

The following points are raised in Councillor Hallam's letter,

- The proposal has the potential to increase traffic on Hill Top.
- It has been brought to the Councillors attention that the proposal is to actually facilitate the storage of hire equipment and would be result in the relocation of operations currently carried out in Wellingborough Town Centre.
- Councillor Hallam would be extremely concerned if this barn was used in any way in this context, it would put a more serious strain on the road network with many more traffic movements than a storage barn.

Officer response -

A condition has been attached restricting the use for agricultural purposes.

The condition reads as follows,

The building hereby approved shall be used only for agricultural purposes as defined in Section 336(1) of the Town and Country Planning Act 1990 and if at any time the building ceases to be used or required for such purpose it shall be removed and the site re instated in accordance with a scheme previously submitted to and approved in writing by the local planning authority.

Reason: To ensure that the building is used for agricultural purposes only since it lies within a rural area where restrictive planning policies apply and where only that development needed to meet the essential requirements of the locality is permitted.

WP/19/00137/REM Site R1 & R2 W North Niort Way, Wellingborough

Anglian Water - have reviewed the applicant's submitted **foul drainage** information within the section 106 plan drawing number. H6647/INF/65 and consider that the impacts on the public foul sewerage network have been adequately addressed at this stage.

Anglian Water - have reviewed the applicants submitted **surface water drainage** information within the section 106 plan drawing number H6647/INF/65 and the proposed method of surface water management does not relate to Anglian Waters operated assets. As such, they are unable to provide comments on the suitability of the surface water management. The local planning authority should seek the advice of the lead local flood authority or the internal drainage board. The Environment Agency should be consulted if the drainage system directly or indirectly involved the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, they would wish to be re-consulted to ensure that an effective surface water drainage

strategy is prepared and implemented.

The council's team leader of environmental protection – wishes to comment in terms of conditions 4(b) (vehicle, cycle and foot access, routes and parking) and condition 23: (sustainability statement/assessment). The development will have some impact on local air quality through the provision of parking and car usage for each of the proposed residential dwellings. It is recommended in line with the parking and sustainability requirements that the developer is asked to consider how they can mitigate the impact that their development will have on local air quality for example through the introduction of electric vehicle charging points and cabling. For residential accommodation in relation to plug in vehicle re-charging, it would be recommended that there is one charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and to ensure that appropriate cabling is provided to enable increase in future provision. It is understood that the heating provisions at the development site has been assessed and considered.

Applicant's Response

BDW Trading Ltd technical team have confirmed that only those plots which have garages are equipped to provide external mains electric power sockets appropriate for charging electric vehicles. Therefore a condition should be imposed to require a plan which shows these dwellings and not to require each dwelling to provide this facility. The agreed suggested wording for a condition is as follows:

“Prior to the construction of the development above slab in level in each phase a scheme for the provision of charging points for electric vehicles shall be submitted to an approved by the local planning authority. The scheme shall identify the dwellings in each phase that will benefit from a charging point and the location of any charging point. The scheme shall be implemented prior to the first occupation of each dwelling on that phase to which the charging point shall relate”.