
Applications for Planning Permission

17/00622/REG3	Conversion of redundant garages to create one residential dwelling including change of use of adjoining hardstanding and amenity space to residential use Garage Sites within courtyard 3A of Blenheim Walk, Corby.
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1. Site and surroundings:

- 1.1 The application site is within the Kingswood Estate. The Kingswood Estate is a flatted development characterised by flats and maisonettes on upper floors and undercroft garages. The built form surrounding the site is an example of modernist architecture of the late 1960's with narrow walkways behind the garages leading from the large open forecourt.
- 1.2 The site which this application is related to is formed of three redundant garages within Courtyard 3 of Blenheim Walk. The garages are accessed along Barnard Road which forms part of an adopted Highway. The garages are within the Ownership of Corby Borough Council. It should also be noted that Council own all of the flats on the first floor above the garages.
- 1.3 The conversion will be under the existing flat No59 Blenheim Walk is on the upper first floor flat. The conversion is to the western corner of Courtyard 3 on Blenheim Walk.

2. The Proposal:

- 2.1 Planning permission is sought for conversion of redundant garages to create one residential dwelling including change of use of adjoining hardstanding and amenity space to residential use.

3. The Site and its History:

- 3.1 No Relevant Planning History

4. Policy Context:

- 4.1 The National Planning Policy Framework (2012) Chapter 6
- 4.2 North Northamptonshire Joint Core Strategy 2011-2031 (Adopted July 2016) comprising Policies 4, 5, 8, 9, 11, 15, 29, and 30.
- 4.3 National Described Space Standard (2015).

5. Consultation

- 5.1 Corby Borough Council (CBC) Environmental Health – No objection, subject to condition.
- 5.2 Northamptonshire County Council highways – Raised concerns regarding boundary treatments and parking however subject to recommendations and conditions these can be overcome.
- 5.3 Housing Strategy - Jacqui Page - Housing Options and Strategy has been consulted on the design of this throughout, and our views have been represented therefore this scheme is supported

6. Advertisement/Representation:

- 6.1 Site Notice – Attached to lamp post outside the garages on 22nd January 2018
- 6.2 Public Notice (ET) – No requirement for this application to go to a press notice as the site is not in a Conservation area.

- 6.3 Neighbour Notifications were sent to the 04.01.2018 following –
- 71,113,111,115, 105,107,109, Culross Walk
 - 138,134,148,146,142,140,59, 130,128,122,132,55,57,59A,57B,57A Blenheim Walk
 - 57,59,61 Barnard
 - 58,60,62,64,66,68,78,80 Alberta Close

6.4 3 Objections have been received raising concerns on issues as follows–

- Impact on the Highway
- Insufficient parking
- Overdevelopment
- Noise

7. Officers Assessment:

Key Determining Issues:

- Principle of Development*
- Design and impact on wider character of the area*
- Residential Amenity*
- Highways and Right of Way*
- Parking*

Principle of Development

7.1 The application proposal is a positive attempt by the applicant to identify and bring back into residential use empty and redundant garages in line with local housing strategies complying with the advice contained in paragraph 51 of the National Planning Policy Framework (2012). The application site is located on an established estate (Kingswood), which contains a range of services and facilities including a shop and a Community Centre approximately 250m away on Harlech Road and a regular bus service from Dunedin Road to Corby and nearby towns. The site is therefore considered to be sustainably located, with the proposal consequently being considered to comply with guidance provided in Section 6 of the National Planning Policy Framework (2012), Corby's saved Policies dated 1997 and North Northamptonshire Joint Core Strategy (2016). The principle of the development is therefore considered to be acceptable.

Design and impact on wider character of the area

7.2 The proposed layout would include the conversion of three existing garages into one 1 bedroom flat. There is a good degree of active street frontage throughout the scheme, with parking generally located so as to maximise usage of front doors. The scheme has good natural surveillance and each conversion will be security alarmed. All ground floor doors and windows will meet the secured by design regulations dated 2014.

7.3 The proposed one person flat will have external rear amenity space. It is acknowledged that the external space is small around 20-30m². However, in relation to the size of the proposed flats, it is considered that the size of the amenity space provided is acceptable for a one person dwelling.

7.4 The inclusion, of the landscaping and gravel to the front of the garages will soften the sea of concrete and tarmac and improve overall appearance of this part of Blenheim Walk.

7.5 The proposed elevational details of the conversion are simple and aims to break up the existing brick work which dominates this part of Blenheim Walk. The design of the conversion will include materials such as render and facing brick, details of which will be secured by condition. The general design aims to lift how welcoming the built form is within Blenheim Walk creating an uplifting built form. The overall proposed design would comply with Policy 8 of the JCS (2016).

Residential Amenity

- 7.6 Paragraph 17 of the NPPF (2012) advises that planning should seek to secure a high quality of design, a high standard of amenity for all existing and future occupants of such conversions this is further supported and elaborated upon by Policy 8 of the North Northamptonshire Joint Core Strategy (2016) which states:
- 7.7 Protecting amenity by not resulting in an unacceptable impact on the amenities of future occupiers, neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking.
- 7.8 In accordance with policy 2 of the North Northamptonshire Joint Core Strategy (2016), minimum space standards would be applied to all new housing developments. These have been set nationally as well as locally within the same policy. The proposed 1 bedroom flat for one person would have Gross internal floor area (GIA) of 39m² and would therefore comply with the minimum limit of 37m².
- 7.9 There have been two objections raised on the grounds of noise and disturbance to neighbouring properties during the construction of the conversion. Whilst the proposed conversion is located close to an established dwelling above, it is noted that no noise/disturbance concerns have been raised by the Council's Environmental Protection officer's consultation response in response to this application, it is seen as advisable that a condition requesting the developer to provide a construction management plan and to further impose a condition restricting the times of construction works and delivery of materials.
- 7.10 The proposed layout and design of the conversion results in no loss of privacy or light occurring to existing properties adjacent to the site due to the siting and scale of the proposed conversions.
- 7.11 The proposed scheme accords with the requirements of Policy 8 of the North Northamptonshire Joint Core Strategy (2016) in compliance with provision of residential amenity.

Impact on Highways

- 7.12 The highways officer objects to the scheme as the scheme must provide pedestrian visibility splays of at least 2.0m x 2.0m on each side of every vehicular access (parking bay). These measurements are taken along the highway boundary. These splays should be permanently retained and kept free of all obstacles to visibility over 0.6m in height above access footway level.
- 7.13 Officer's consideration of the proposal on highway impact differs from the view of the highways officer. Officers view that the vehicle visibility splays of 2m are considered unreasonable considering that the conversion are located in a cul de sac and not a through route, therefore no visibility splays should need to be provided. Docking Walk is only ever used for access to the garages and for the turning of occupants along Barnard, as such the speeds of vehicles in this area are significantly slow thus the current vehicle layout should be more than sufficient to maintain a good level of visibility.
- 7.14 The application site is situated within an area with restricted speed controls (speed bumps) and a 20mph limit. In addition, the introduction of a gravel driveway will encourage the previously tarmac area to be utilised as a shared surface with pedestrians and vehicles.
- 7.15 The Highways officer has also objected to the possible boundary treatment along the highway affecting vehicle movements; however this can be controlled by a planning condition.
- 7.16 The objections expressed by officers of the Highways Authority have been assessed; and it's considered that due to the slow speed of the vehicles with existing controls and the introduction of the gravel driveway, the site will be used more as a shared surface. Planning officers consider that the proposed scheme would not lead to a detrimental level of highway safety than what is currently in existence on site.

7.17 It is considered therefore that the proposals are in broad accordance with the requirements of Policies 8 and 15 of the North Northamptonshire Joint Core Strategy (2016) with respect to its relationship with the highway network. These two policies ensures that streets and spaces are continuously enclosed by buildings, or by strong landscaping with well- defined public and private space.

8. Parking

8.1 A parking survey was provided by the applicant in support of the proposal for all five application sites converting the ground floor garages into 8 residential flats.

8.2 The conversions will result in the loss of 30 garages. However, the existing parking situation is one where there are 30 no parking notices placed on these garages. These results in the previous parking area to the front of the garages can no longer be claimed as a parking space by other residents.

8.3 For the proposed conversions, these parking spaces are within what will become front amenity space for the new residential units. Therefore there will be no loss to the availability on street parking provision as currently this is a no parking area. The introduction of the front garden space will lead to a neutral affect on the on street parking provision in the area.

8.4 The garages are unsuitable for modern car storage given their confined internal layout. The existing garages to be converted are smaller internally than what would be required to meet current parking standards as contained in the Northamptonshire County Council Parking Standards, September 2016, which requires them to be 3.3m in width and 6m long to be classed as parking spaces.

8.5 The proposed garage conversions, parking provision will be to the front of the converted garages, off the highway, where there is sufficient depth to accommodate the parking spaces. These parking spaces are within what will become front amenity space for the new units.

8.6 The applicant supplied a parking survey demonstrating the current level of parking space occupation along the front elevations of the proposed flats and will indicate the amount of capacity to cope with existing and displaced parking demand plus the allocation of 1 space per 1-bed flat plus sufficient space for visitors as required by the NCC parking standards.

8.7 The survey confirms that there are sufficient on street parking spaces within the courtyards to accommodate the conversion of the garages. There are enough spaces available for the close proximity (within a few metres) of each dwelling to meet with this increase demand for demand in parking.

8.8 The parking survey demonstrated the number of available capacity which would make the proposed scheme compliant with the number of parking places for new dwellings without detrimental impacts to the existing parking needs of neighbouring residents.

9. Matters raised in Representations

9.1 The key points raised in the representations received on planning grounds have been addressed in the planning body of this report, however the issue of noise requires consideration:

9.2 Noise and disruption during construction - Local residents raised concerns about the disruption that may be caused by the construction works are noted, it is not the planning system's role to obstruct development on this basis. Inevitably, any construction works may lead to some temporary disruption. Ordinarily, the requirements of Environmental Health legislation will seek to limit any harm so far as reasonably practicable.

9.3 Local residents raised concerns about the proposals are for 1930's back to back housing- The proposals would not result in back to back housing. The proposals in essence would create a complete flat development from one which has an undercroft parking area. This efficient use of previously developed land is supported by the National Planning Policy Framework.

- 9.4 Local residents raised concerns about the impact on the sewage system - The proposals are solely for conversion and the sewerage of any new dwelling will use the existing system.
- 9.5 There are concerns raised by residents of additional Houses in Multiple Occupancy (HMO's) within the area – However, the conversions are not HMO's and are for one person dwellings only. The proposed dwellings will be self contained units and will not be shared accommodation unit.
- 9.6 There are concerns raised by local resident of additional parking stress on the street. The impact of the additional parking stress has been addressed through the parking survey in the main body of the report.
- 9.7 There are concerns raised by local residents concerning additional litter and rubbish being dropped in the area. However the new dwelling will be incorporated into the existing refuse collection and wider street cleaning service.

10. Conclusion

- 10.1 It is considered that the proposal, are acceptable and would make a positive impact on the area by adding appropriately placed housing with suitable landscaping surrounding the area. In addition the proposal would be compliant with the parking standards for the new dwellings without detrimental impacts to the existing parking needs of neighbouring residents.
- 10.2 The proposal is in line with Local and National Policy; on the provision of housing

Recommendation:

Approve subject to the following conditions:

1. Full planning permission

The development hereby approved shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. List of Approved Plans and Drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- 192 PA 302 Proposed Plans and Elevation.
- 192 PA 003 Proposed Site Plan.
- 192 PA004 Site Plan.

Reason: For the avoidance of doubt and to ensure a suitable form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

4. Working hours for Construction and Build

The demolition, earth removal, infilling, landscaping, foundation and building works required to implement this development shall only be carried out between the hours of:

- Monday to Friday – 8.00am to 6.00pm
- Saturdays - 8.00am to 1.00pm
- And no audible work on Sundays and Bank Holidays

Reason: To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policy 8 of the North Northamptonshire Joint Core Strategy

5. Submission and Approval of Landscaping Scheme

No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for protection, in the course of development.. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

6. Construction Management Plan

No development shall take place including any works of demolition until a construction management plan has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors
- Detailed work programme
- Site HGV delivery/removal hours to be limited to between 09:30 – 16:30.
- routes for construction traffic
- detailed plan showing the location of on site stores and facilities including the site compound visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
- hours of operation
- method of prevention of mud being carried onto highway
- pedestrian and cyclist protection
- proposed temporary traffic restrictions
- arrangements for turning vehicles
- breakdown of number, type, size and weight of vehicles over demolition and construction period.
- Detail of debris management
- Public liaison position, name, contact details and details of public consultation/liaison

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

7. Submission of samples before specified elements started

Samples of the materials to be used in the construction of the dwellings, boundary walls/fences and hard surfaced areas shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory and its relationship with the Conservation Areas appropriate, in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

8. Cycle and Bin Storage

Prior to the first occupation of the development hereby permitted details of the proposed enclosed secure bicycle parking and bin storage for each dwelling shall be submitted to and approved in writing by the local Planning Authority and the scheme approved shall be provided and be retained thereafter.

Reason: To ensure the provision and availability of adequate cycle parking and bin storage in accordance with policy 8 of the North Northamptonshire Joint Core Strategy.

9. Boundary Treatment – Residential

Prior to the commencement of development a scheme showing the proposed boundary treatment of the plots shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the type and height of fences, hedges, walls or other means of enclosure, and these shall be provided in accordance with the approved scheme before the adjacent dwellings are first occupied. The approved fence, hedge or wall shall subsequently be retained thereafter.

Reason: To ensure a suitable form of boundary treatment is constructed in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Informative

Statement of Applicant Involvement:

The application raised planning concerns which required the involvement of the applicant with the completion of a Parking Beat Survey.

CORBURY BOROUGH COUNCIL WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE.

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' Local Plan Policies 1997, Joint Core Strategy Adopted July 2016, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8/or Article 1 of the First Protocol of the Act and consider that it is appropriate.

Officers have also considered the interference with the human rights of the applicant under Article 8/and or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of the property in accordance with the general interest. The interferences are therefore justifiable and proportional.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with Section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission.

Background Papers

Parking Beat Survey by Hall Highway Services Ltd dated March 2018.

Officers to Contact:

Jonathan Pavey-Smith

Tel No: 01536 464155

Email: jonathan.paveysmith@corby.gov.uk