

APPLICATION NO	PA/2017/1046
APPLICANT	Mr David Snowden
DEVELOPMENT	Planning permission for change of use of ground floor of former bank to two apartments, demolition of extensions to side and rear and erection of three town houses with associated parking
LOCATION	Bank House, 8 Holydyke, Barton upon Humber, DN18 5PT
PARISH	Barton upon Humber
WARD	Barton
CASE OFFICER	Scott Jackson
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Barton upon Humber Town Council

POLICIES

National Planning Policy Framework: Sections 6, 7, 8 and 12

North Lincolnshire Local Plan: H5, H6, H8, T1, T2, T19, DS1, LC5, HE2, HE3

North Lincolnshire Core Strategy: CS1, CS2, CS5, CS6, CS7, CS17, CS22

Barton Conservation Area Appraisal

CONSULTATIONS

Highways: No objection, but recommend five conditions and an informative in relation to works within the highway.

Conservation Officer: Following receipt of amended plans the previous objection is withdrawn. Should the planning department be mindful to approve the application then appropriate conditions should be included requiring samples of the facing and roofing materials, and scale drawings of the proposed windows and doors with material specification, to be submitted for consideration before construction starts.

Environmental Health: The application for residential development is a sensitive end use. It is the developer's responsibility to assess and address any potential contamination risks, however no supporting information has been provided that demonstrates potential risks can be reduced to an acceptable level. A phase 1 report should be submitted for consideration. In the absence of this information recommend a condition in respect of contaminated land investigation.

LLFA Drainage: No objection, but recommend a condition requiring a detailed flood risk statement and drainage strategy to be submitted for consideration.

TOWN COUNCIL

Object on the following grounds:

- inadequate parking provision
- road safety concerns
- no room for refuse bin storage
- over-development.

PUBLICITY

Advertised by means of press notice and site notices. Four letters of objection (including one from Barton Civic Society) and one letter of comment have been received raising the following issues:

- congested area for parking and traffic
- it will increase the potential for traffic accidents
- additional pressure of housing upon local services
- loss of trees and outlook
- loss of privacy
- localised flooding issues
- loss of parking spaces
- insufficient parking provision
- the number of dwellings should be reduced
- a wider parking management plan for Barton should be considered.

ASSESSMENT

The application site consists of the former HSBC bank which is two-storey in height and is located towards the corner of Holydyke and Vestry Lane in Barton upon Humber. The building is of red brick and slate roof construction and has stone detailing at its base, around the window openings (lintels and cills) and stone quoins. The building has a flat-roof projecting element to the front and is bordered by a 3 metre high wall along its southern, western and northern boundaries. The land to the side of the building is laid to grass and there are two projections to the rear of the building; namely a two-storey gable and a single-storey flat-roof projection. There are on-street parking bays to the front of the site and the building is located adjacent to the town centre boundary, in addition it is located within the Barton upon Humber conservation area. Planning permission is being sought to convert the former bank building into three flats (one of which is existing) and to erect a detached block of three town houses. It is also proposed to provide five off-street parking

spaces, some amenity space to the town houses and to demolish the flat-roof single-storey projection to the rear of the former bank building.

The main issues in the determination of this planning application are the principle of development, impact on the character and appearance of the conservation area, highway issues and impact on residential amenity.

Principle

The proposal is for the conversion of the ground floor of a former bank into two flats and for the erection of a block of three townhouses within its curtilage; this results in six residential units in total (taking into account the existing flat located on the first floor of the bank). The site and building are located within the defined settlement boundary for Barton upon Humber which is a designated Market Town under policy CS2 of the adopted Core Strategy. Policy CS2 (Delivering More Sustainable Development) states that development should be focused on previously developed land and buildings within the defined development limits of North Lincolnshire's Market Towns (of which Barton upon Humber is classed as one), followed by other suitable infill opportunities within the town, then by appropriate greenfield urban extensions. Policy H8 (Housing Design and Housing Mix) applies and states that new residential development will be permitted provided that it incorporates a high standard of layout which maintains, and where possible improves and enhances, the character of the area and protects existing natural and built features, landmarks or views that contribute to the amenity of the area. Given that this proposal constitutes both the re-use of a building and a suitable infill plot within the defined settlement boundary for Barton upon Humber it is considered to be suitable for residential development.

The application site is located adjacent to the town centre boundary for Barton upon Humber within walking and cycling distance of its local services and amenities which include shops, public houses, a post office, supermarkets, places of worship and a doctor's surgery. In terms of sustainability it is within walking distance of bus stops, and a bus and train station. The proposal therefore accords with the principles of sustainable development as set out within the policies of the local plan, Core Strategy and the National Planning Policy Framework on delivering residential development in appropriate locations.

The proposal will result in the re-use of the ground floor of a former bank which closed in October 2015 and has remained vacant with no intervening uses. Whilst its potential conversion to residential use results in the loss of a community facility, it is considered that, due to the passage of time (a period of 2½ years) since the bank closed and that two banks can still be accessed within Barton town centre, the re-use of the ground floor for two flats is acceptable in this case.

Street scene/conservation area

The most visually prominent aspect of the development proposals is the part removal of a section of wall along the boundary with Holydyke and the erection of a block of three townhouses which address the public highway to the south. The plans show that the townhouses will be of a gable roof design and feature equally spaced dormer windows within the front and rear roof slopes. The plans also show that the proposed dwellings will have a balanced façade to both the front and rear elevations with first-floor windows in vertical alignment with ground-floor openings and windows in vertical alignment along the side elevations of the dwellings. Further symmetry is provided by the position of the dormer

windows within the front of roof slopes with them located equidistant from one another. The introduction of flat-roofed dormer windows is a feature which is a characteristic of the Barton conservation area with a number of buildings located along the A1077 (Market Place) having dormer windows to the front roof slope. Therefore the dormer windows are not considered to result in an alien or discordant feature within the street scene and the conservation area.

The proportions and height of the proposed dwellings are consistent with the appearance of the terrace of existing houses located on the opposite side of Holydyke to the south. Furthermore the dwellings will be positioned in close proximity to the public highway with the principal elevations facing towards Holydyke; this is consistent with the siting and orientation of existing houses along this section of the highway. The introduction of detailing, including stone cills and lintels, and chimneys to each gable, demonstrates that existing design features which are prevalent within the Barton conservation area have been incorporated into the appearance of the dwellings. In addition, the plans show that the entrance doors to the front elevation of the dwellings will incorporate design features which are prevalent within the Barton conservation area; this includes an architrave surround, muntins, stiles, and a cornice with fanlight above.

In terms of siting, the row of dwellings will be set back from the public highway by 5.9 metres; this allows views of the listed church on Vestry Lane to the north-west to be retained. The plans show that the row of dwellings will be of similar height, width and proportions to the former bank building located in close proximity to the east. Therefore the proposed dwellings, by virtue of their siting, scale, width and height, are not considered to result in a visually dominant form of development and are considered to preserve the character and appearance of the conservation area. Other than a 3.8 metre section of wall being removed to create a vehicular access, the 3 metre high brick wall around the perimeter of the site will be retained; this is a strong identifiable feature within the street scene and will afford some degree of screening to the parking area and the ground floor of the proposed dwellings. The retention of a 25 metre section of the brick boundary wall along both the Holydyke and Vestry Lane frontages is welcomed in visual amenity terms.

No detailed information has been submitted in respect of the external material finishes to the proposed dwellings other than red bricks, slate roof tiles and timber doors and windows will be utilised. Given the location of the site within the conservation area and in close proximity to listed buildings, it is considered prudent to recommend conditions requiring samples of the proposed external building materials and detailed drawings of the proposed windows and doors to be submitted for consideration; this is consistent with the advice received from the Conservation Officer. The removal of the flat-roof sections to the side and rear of the former bank building is welcomed in visual amenity terms; the plans show that these sections will be replaced with a bedroom window in the western elevation and a hall window to the northern elevation which are considered to be consistent with the design and proportions of existing windows within the building.

The proposal will result in the loss of trees within the Barton conservation area. The design and access statement shows that the trees are positioned adjacent to the boundary wall and the integrity of the trees is being compromised by the wall. Given the continuing undermining of the wall and the integrity of the trees being affected, it is considered that the removal of the trees is reasonable and that a landscaping condition to secure new tree planting is necessary in this case.

Highway issues

The proposal is for the introduction of five additional residential units on this site; the plans show that five off-street parking spaces will be provided within the site. Given the location of the site within a sustainable position adjacent to Barton town centre and in close proximity to car parks and sustainable modes of travel (including a bus and train station), it is considered that the occupants of this scheme would benefit from off-street parking, the option of car parks and on-street parking to the front and access to alternative and sustainable methods of travel.

Highways have considered the level of parking provision and the creation of a new vehicular access/egress onto Holydyke and have raised no objection on highway and pedestrian safety grounds. Conditions are recommended in respect of the provision of bin collection facilities within the site and for the amendment to the existing highway parking area as the access will displace a parking space to the front. However, the closure of the existing access to the east of the former bank building will ensure that a new parking space will be provided within the limits of the highway. The proposals will increase the number of vehicles onto the local highway; however this will not occur to a level which will result in traffic congestion and is not above that expected in a town centre location such as this.

Residential amenity

The proposals show that each of the dwellings will have a small area of private amenity space to either the side or rear; this ensures that the occupants of these dwellings will have access to an area of outdoor space to enjoy. There is sufficient space within the site in which to provide five off-street parking spaces, private amenity space to the rear and side of the terrace of dwellings, and for landscaping and bin storage/collection facilities to be provided. Given the space available in which to provide parking, bin storage/collection and private amenity space with landscaping, the proposal is not considered to constitute a cramped form of development in this case.

The separation distance from the front windows of the terrace of houses to the dwellings on the opposite side of Holydyke to the south is 19.36 metres at its nearest point; this distance is considered sufficient to prevent overlooking towards the houses to the south and for no overbearing impact to occur. The bedroom windows in the first floor and roof of the dwellings will have an outlook onto the public highway to the front.

The land to be developed is located within Barton where mains sewerage to serve the site is available. A connection to the existing sewerage infrastructure can therefore be achieved. The site is located within flood zone 1 and there is no requirement for a flood risk assessment to be submitted.

RECOMMENDATION Grant permission subject to the following conditions:

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: 201201, 201203, 201209, 201210, 201211, 201212, 201213, 201214, 201215, 201216, 201217, 201218, 201219 (September 2017), 201220 (September 2017), 201221 and 201222 (September 2017).

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

No development shall take place until details showing the following have been submitted to and agreed in writing by the local planning authority:

- the provision of adequate bin storage and collection facilities within the site
- the method of constructing the proposed new vehicular access, including the protection of the existing telegraph pole
- the amendments to the existing within-highway parking facilities.

None of the dwellings shall be occupied until all the works approved under this condition have been completed in accordance with the agreed details, and all the works shall thereafter be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

4.

No development shall take place until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

5.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

6.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking and turning space serving it have been completed and, once provided, the vehicle parking and manoeuvring space shall be retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

7.

No development shall take place until a construction phase traffic management plan showing details of all associated traffic movements, including delivery vehicles and staff/construction movements, any abnormal load movements, contractor parking and welfare facilities, storage of materials and traffic management requirements on the adjacent highway, has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary throughout the construction period.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

8.

No development shall take place until samples of the external facing materials to be used have been submitted to and approved in writing by the local planning authority and only the approved materials shall be used.

Reason

To ensure that the building is in keeping with its surroundings in the interests of visual amenity, in accordance with policy DS1 of the North Lincolnshire Local Plan.

9.

No development shall take place until detailed drawings of the proposed doors and windows at a scale of 1:20 have been submitted to and agreed in writing by the local planning authority. The drawings shall specify the material of construction for the doors and windows. The development shall be undertaken in accordance with the agreed details and shall thereafter be retained.

Reason

To ensure that the building is in keeping with its surroundings in the interests of visual amenity, in accordance with policy DS1 of the North Lincolnshire Local Plan.

10.

If, during development, any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement detailing how this contamination shall be dealt with has been submitted to and approved in writing by 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 off-site receptors in accordance with policy DS7 of the North Lincolnshire Local Plan.

11.

No development shall take place until proposals for landscaping have been submitted to and approved by the local planning authority. The proposals shall include indications of all existing trees and hedgerows on the site, and details of any to be retained, together with measures for their protection during the course of development.

Reason

To enhance the appearance of the development in the interests of amenity.

12.

All the approved landscaping shall be carried out within twelve months of development being commenced (unless a longer period is agreed in writing by the local planning authority). Any trees or plants which die, are removed or become seriously damaged or diseased within five years from the date of planting shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority agrees in writing to any variation.

Reason

To ensure that the approved scheme of landscaping is implemented in an agreed time frame, in the interests of visual and residential amenity in accordance with policies DS1 of the North Lincolnshire Local Plan.

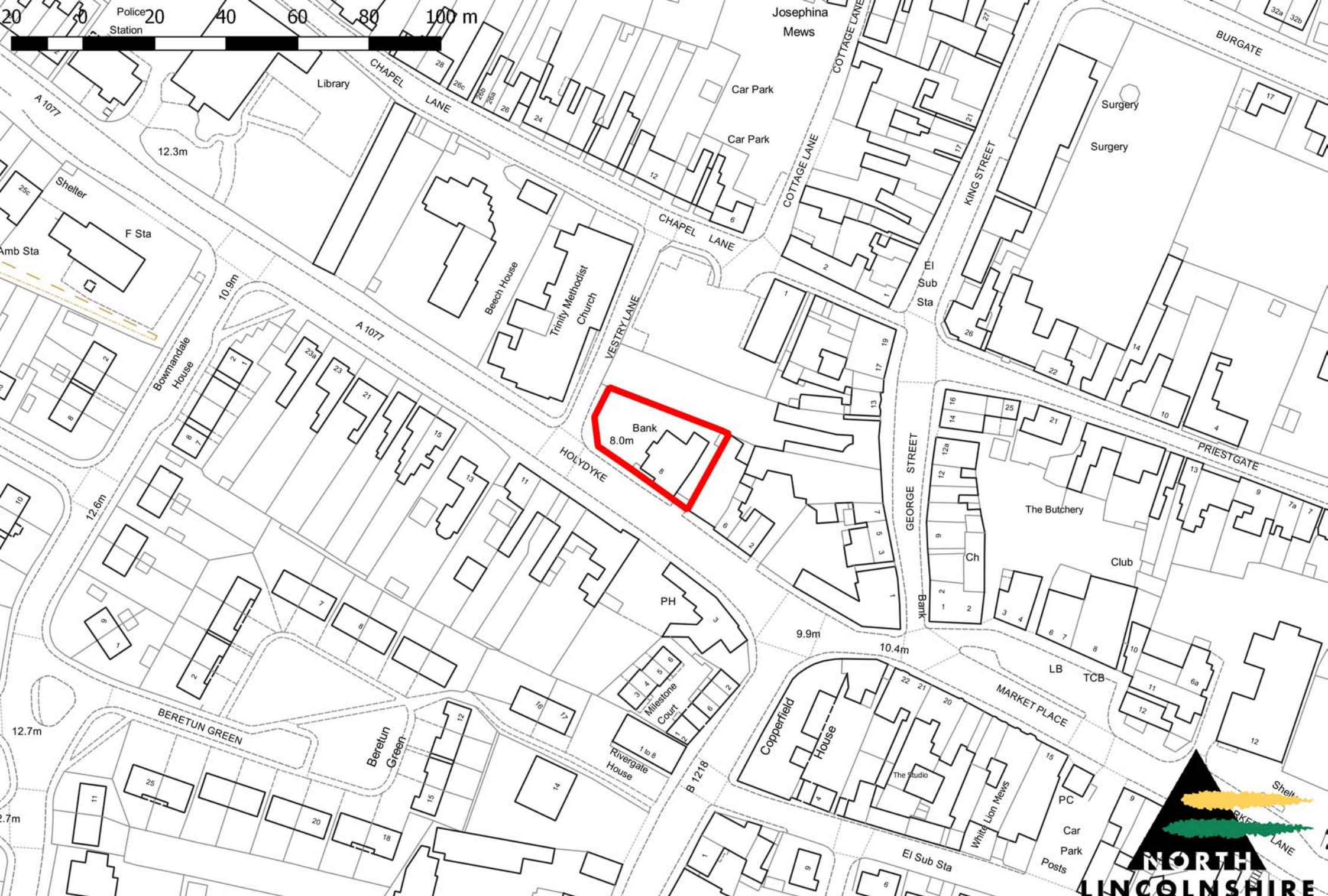
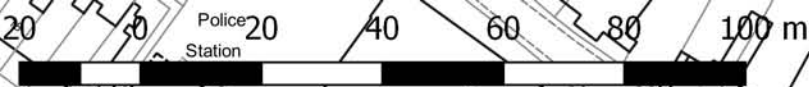
Informative 1

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

Informative 2

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



PA/2017/1046

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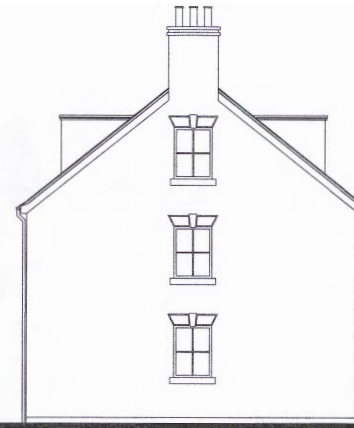
AMENDED



South / West elevation



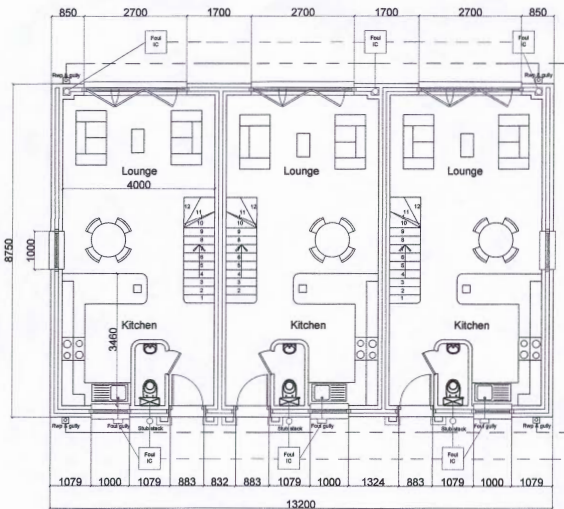
North / East elevation



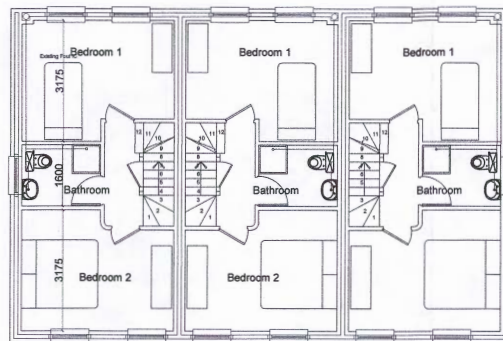
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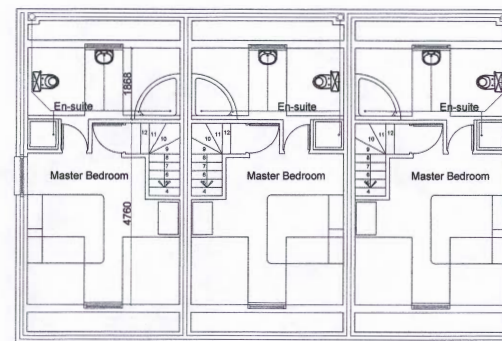
South / East elevation



Ground floor plan

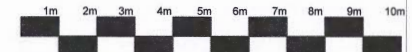


First floor plan



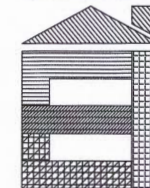
Second floor plan

DEVELOPMENT CONTROL SECTION
19 SEP 2017
DATE RECEIVED



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Proposals at Vestry Lane, Barton for Mr David Snowdon	
R25210146	
Proposed elevations, ground, first and second floor plan	
Scale: 1:100	Original size : A2
September 2017	
No 201220	N Briggs

AMENDED



South / West elevation

DEVELOPMENT CONTROL SECTION
19 SEP 2017
NEWBOSTON



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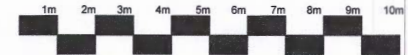
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Proposals at Vestry Lane, Barton for Mr David Snowden <i>PA/2017/1046</i>	
South / West elevation	
Scale: 1:50	Original size: A1
September 2017	
No 201222	N Briggs

AMENDED

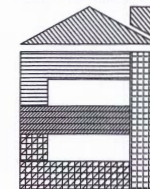


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North / West elevation

Proposals at
Vestry Lane, Barton
for
Mr David Snowdon
PAZONICAL

North / West elevation

Scale: 1:50

Original size : A2/

September 2017

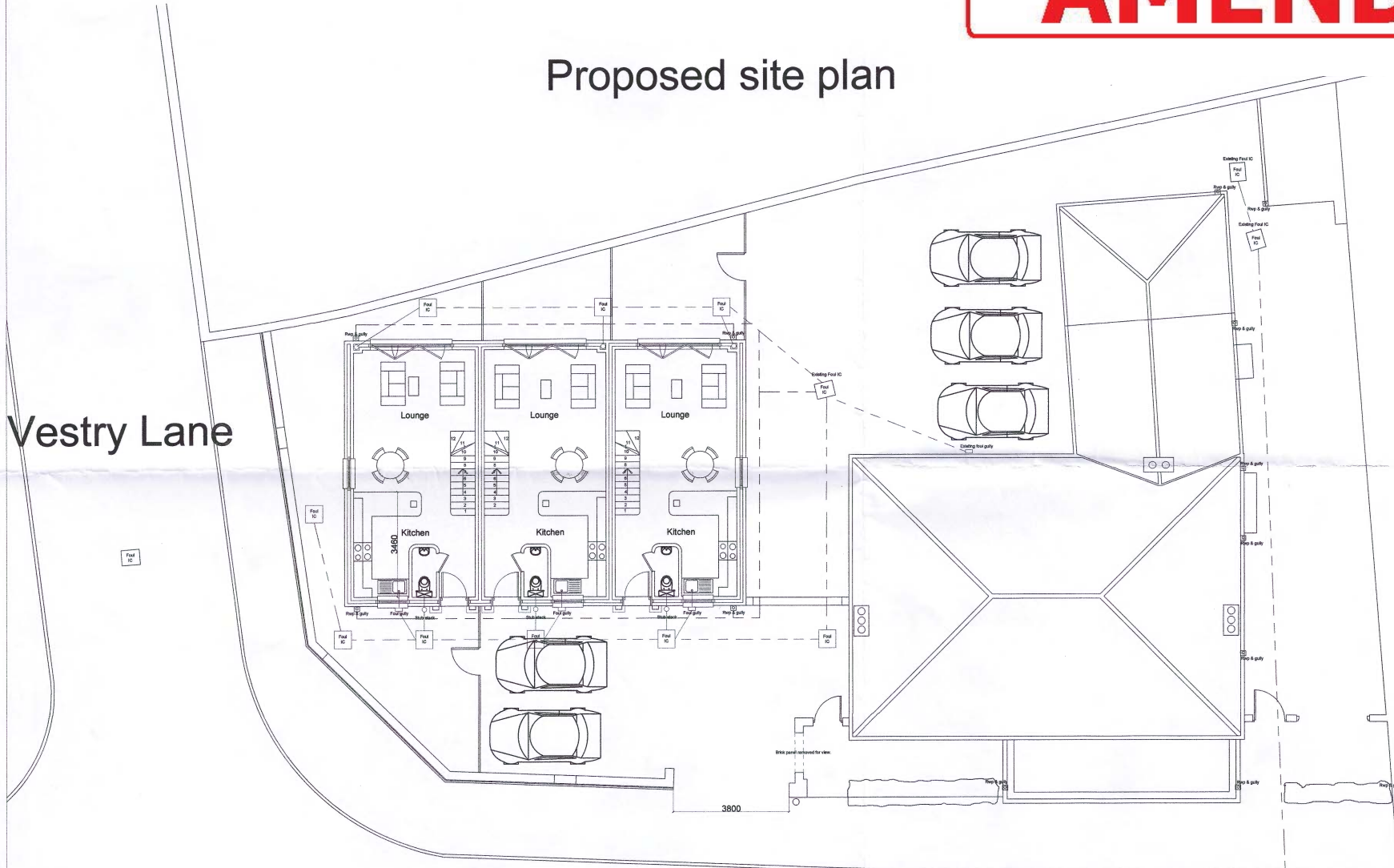
No 201221

N Briggs

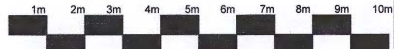
AMENDED

Proposed site plan

Vestry Lane

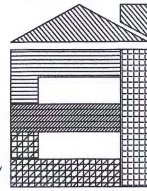


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South / West elevation

Proposed new access

Proposed contiguous parking
 19500

Extinguish existing access and replace with parking

Proposals at Vestry Lane, Barton for Mr David Snowdon	
Proposed site plan	
Scale: 1:100	Original size : A2
September 2017	
No 201219	N Briggs