

APPLICATION NO	PA/2021/2255
APPLICANT	Messrs G & N Mattu
DEVELOPMENT	Planning permission to erect 5 detached dwellings
LOCATION	Former Sir Solomon Inn, King Edward Street, Belton, DN9 1QN
PARISH	Belton
WARD	Axholme Central
CASE OFFICER	Scott Jackson
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Member 'call in' (Cllrs Tim Mitchell and David Robinson – significant public interest and no drainage strategy agreed for the site)

POLICIES

National Planning Policy Framework: Sections 5, 12, 14 and 16

North Lincolnshire Local Plan:

Policy DS1 (General Requirements)

Policy DS14 (Foul Sewage and Surface Water Drainage)

Policy DS16 (Flood Risk)

Policy HE9 (Archaeology)

Policy H5 (New Housing Development)

Policy H7 (Backland and Tandem Development)

Policy H8 (Housing Design and Housing Mix)

Policy LC6 (Habitat Creation)

Policy T1 (Location of development)

Policy T2 (Access to Development)

Policy T19 (Car Parking Provision and Standards)

North Lincolnshire Core Strategy:

Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering More Sustainable Development)

Policy CS5 (Delivering Quality Design in North Lincolnshire)

Policy CS7 (Overall Housing Provision)

Policy CS8 (Spatial Distribution of Housing Sites)

Policy CS17 (Biodiversity)

Policy CS19 (Flood risk)

CONSULTATIONS

Highways: No objection, recommend conditions.

Historic Environment Record: The west side of the site is within the Area of Special Historic Landscape Interest of the Isle of Axholme (Local Plan Policy LC14). No objection given the past history of the site subject to standard conditions removing permitted development rights to avoid the unregulated extension of the built environment into the protected historic landscape area at the rear of the development.

LLFA Drainage: The development falls within our lower threshold assessment levels (5 to 9 properties) and proposes soakaways but provides no information to support the proposals. There would seem to be no feasible surface water drainage outfall within the vicinity of the development.

For this reason, the LLFA Drainage Team objects to the proposed development.

The applicant has failed to provide an acceptable flood risk assessment and principle drainage strategy. This should outline all sources of flooding and proposals to mitigate this, including preliminary drainage layout plans, topographical survey and outline hydraulic calculations, including an indicative discharge rate for a 1 in 100 year storm event plus climate change which should be based on the current National Guidance and on SuDS principles, including adoption/maintenance proposals.

Consequently, the proposal fails to comply with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the Core Strategy and paragraphs 159 to 169 of the NPPF.

Recycling: Comments made in relation to bin storage, collection, collection points and the number/type of bins.

PARISH COUNCIL

No response received.

PUBLICITY

Two site notices have been displayed. Five letters of objection (two from the same address) and a letter of comment (six representations in total) have been received raising the following issues:

- removal of off-street parking on the former Sir Solomon site

- there are existing issues with on-street parking and congestion along King Edward Street
- potential for significant increases in traffic
- impact on pedestrian safety
- increase in vehicles being parked within the highway due to under provision of off-street parking
- localised flooding issues
- additional landscaping should be considered
- narrow vehicular access
- swift bricks should be incorporated into the development
- proximity to the mini-roundabout
- existing issues with parking provision for the fish and chip shop
- the application fails to take into account the 11 dwellings approved on the site to the north under PA/2018/2416
- impact on local services/amenities
- impact on drainage and flood risk
- provision should be made for parking for the hot food takeaway
- issues with localised parking associated with the school and hot food takeaway.

ASSESSMENT

The application site consists of a vacant site where the Sir Solomon Inn public house formerly stood. It is located to the east of 3 houses and a fish and chip shop takeaway and to the west of a number of detached bungalows. The area is residential in nature and the primary school is located within walking distance to the south-west. The site is located within the settlement boundary as defined in the Housing and Employment Land Allocations Development Plan Document (DPD). The site is located within flood zone 1 and this proposal seeks full planning permission to erect 5 dwellings with associated garden and off-street parking and a new vehicular access from King Edward Street to the south.

The main issues in the determination of this application are the principle of development, impact on the street scene, highway issues and impact upon residential amenity.

Principle

Belton is classed as a rural settlement according to the settlement hierarchy of the Core Strategy. The application site is brownfield land (former public house and associated parking) within the defined settlement boundary for Belton, in a sustainable central location

within easy walking and cycling distance of a range of local facilities, including a primary school, village hall, shops, doctor's surgery and hot food takeaway. In terms of sustainability, it is within walking distance of bus stops.

Policy CS1 states 'rural settlements will be supported as thriving sustainable communities, with a strong focus on retaining and enhancing existing local services to meet local needs. Development will be limited and should take into account levels of local service provision, infrastructure capacity and accessibility.'

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 Housing and Employment Land Allocations DPD shows that this site is located within the settlement boundary for Belton.

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 and natural and built features, landmarks or views that contribute to the amenity of the area. This site constitutes developable and previously developed land within the settlement boundary of Belton, in a sustainable location; there is therefore a presumption in favour of residential development.

Policy CS2 of the adopted Core Strategy applies and sets out a sequential approach for new development. In respect of Belton (rural settlement) it states that development should be focused within the defined settlement boundary to meet identified local needs. Policy CS8 states, 'New housing within the rural settlements will create opportunities for small-scale infill development that maintains the viability of the settlement and meets identified local needs without increasing the need to travel.' The proposal will result in the delivery of 5 new market dwellings within the defined settlement boundary for Belton and will contribute towards delivering housing supply in North Lincolnshire. It is worth noting that outline planning permission was granted for 5 dwellings on this site on 8 February 2017 under planning application PA/2016/1907; this established the principle of residential development on this land as being acceptable.

Design

The development proposals show the erection of 5 detached dwellings, all of which are more than 2 storeys in height and 2 dwellings are proposed along the site frontage (plots 1 and 2) and a further 3 plots to the rear. All of the dwellings have been designed with a balanced appearance to both the front and rear elevations with first-floor windows in vertical alignment with ground-floor openings and a centrally positioned front entrance porch; this provides a sense of symmetry to these elevations and the porch adds visual interest to the street scene. It is noted the dwellings to the east of the site (along King Edward Street) are single-storey detached bungalows, this is slightly at odds with the height of dwellings proposed on the application site, however the building located directly to the west of the site (which contains the fish and chip shop takeaway) are equivalent height to those proposed in this case; therefore, the height of the proposed dwellings is not considered to be at odds with the prevailing height of dwellings in the vicinity of the site. The design and access statement does state it is proposed to use red facing brickwork, painted render and grey smooth profile interlocking tiles for all the dwellings. Whilst the specific details of the external materials have not been provided within the application submission it is considered

that general choice of materials would not be at odds with the character and appearance of the street scene.

The dwellings are proposed to be of a gable design with rooms within the roof space and, with the exception of plot 5, provision is made for an integral garage to the front of the dwellings. Plot 5 is shown to have a detached double garage in its south-eastern corner and the plans show that none of the dwellings, or their respective boundaries, extend into the LC14 land to the north. The site layout shows that the site can accommodate 5 dwellings and associated private amenity space and that a minimum of 2 off-street parking spaces per dwelling can be provided. In addition to this 3 spaces are proposed to serve the hot food takeaway to the west; these are to be provided to the south of plot 3.

There are examples of residential development in Belton where dwellings or groups of dwellings are positioned to the rear of dwellings located along the highway frontage. Outline planning permission was granted in 2015 (PA/2015/0200 and PA/2015/1339) on 2 applications for dwellings on land to the rear of existing dwellings along the southern side of King Edward Street. In addition, outline planning permission has already been granted on this site for 5 dwellings in 2017 with a further 11 dwellings approved on the site to the rear. Whilst the erection of dwellings on land to the rear of proposed houses along the highway frontage is a form of backland development it is not considered to represent a form of development which is at odds with the prevailing character of residential development in this settlement.

Highways

The council's Highway department has raised no objections in principle to the proposed development or to the point of vehicular access shown on the drawings submitted with the planning application. Highways have raised no objection to the proposal on highway and pedestrian safety grounds and there are no known issues in this part of Belton in terms of parking within the highway or highway visibility. In addition, there is a traffic regulation order in place along the section of highway between the site and the mini-roundabout located at the junction of King Edward Street with the A161; this restricts parking within the highway along this section of King Edward Street. In addition, off-street parking to serve the fish and chip shop in the form of 3 parking spaces is shown within the confines of the site (this will reduce the potential for any parking to the front of the site) and in considering the development proposals Highways would be aware of the dwellings approved on the site directly to the north.

A site layout plan submitted in support of this application shows that the width of the proposed vehicular access is 5.5 metres for the initial 7 metres into the site, reducing to 4.5 metres in width for the remainder of the site. These vehicular access widths are considered sufficient to allow one vehicle to safely pass another. The proposal is not considered to generate traffic movements over and above that reasonably expected in a residential area. A condition is recommended in respect of bin storage and collection; this will ensure that bins can be presented and collected adjacent to the public highway on the requisite day.

Residential amenity

A number of existing residential properties are located close to the site; the proposal has the potential to result in loss of amenity to these properties. The submitted layout plan shows that 5 dwellings can clearly be positioned within the site; these dwellings can be

easily positioned at regular intervals with sufficient residual space for the provision of 2 off-street parking spaces per dwelling, 3 spaces to serve the hot food takeaway located to the west and for private amenity space to the and rear of each dwelling. The plan also shows that the position of the dwellings will respect the openness that exists between dwellings along both sides of King Edward Street and there is sufficient separation distance to the dwellings to the west (9 King Edward Street) and to the east (The Bungalow) to ensure there is no loss of residential amenity through the effects of overshadowing or having an overbearing impact. The layout plan also shows that the site can clearly be developed for 5 dwellings and associated parking and garden space without resulting in a cramped form of development, there is sufficient space to the side of each dwelling for pedestrian circulation and the amount of private amenity space provision is considered commensurate to each dwelling. The development has been designed to ensure that overlooking between the proposed dwellings within the site can be sufficiently mitigated.

Other issues

A number of the objectors have raised issues in respect of localised flooding and drainage in this part of Belton. In addition to this the objection from LLFA Drainage is noted. The online surface water drainage maps (Gov.uk) show this site to have low potential for surface water flooding. The site is located in flood zone 1 and there is no formal requirement for a flood risk assessment to be submitted with any planning application for residential development on this site. It is worth noting that LLFA Drainage has raised no objection to the proposals put forward for 5 dwellings on this site nor to the 11 dwellings on the neighbouring site to the north in the past (under PA/2016/1907 and PA/2018/2416 respectively) and the proposal will actually result in a reduction in the amount of hardstanding which formed the site when it was in use as a public house with associated car park. Concerns relating to the method of surface water drainage disposal from LLFA Drainage are noted, however it is considered a condition which recommends details of the method of surface water drainage to be submitted for consideration is appropriate in this case; this would allow the local planning authority to ensure that an acceptable disposal method can be accommodated.

Concerns raised by objectors in relation to the strain on existing services/utilities that would be caused by the development are noted. However, no evidence has been submitted to suggest that the proposed additional dwellings would result in any demonstrable harm being caused to existing services/utilities in Belton. The development falls under the threshold for contributions to be sought under a Section 106 agreement in this case.

Contamination

The site was previously occupied by a public house and its car park; this was demolished following the grant of prior approval in 2014. The development is proposed on the area on which the public house and its car park stood and therefore it is not considered the previous site uses would give rise to the potential for contamination in this case. Whilst no consultation response has been received from Environmental Protection, in this regard a condition is recommended that if any unexpected contamination is found during the development process then it is suitably investigated and a method statement submitted for the treatment and removal of said contamination.

Conclusion

It is considered that the proposal represents sustainable development in the context of the NPPF and Housing and Employment Land Allocations DPD policy PS1, which sets a presumption in favour of sustainable development, particularly as the site is located wholly within the defined settlement boundary for Belton. The proposal would have no demonstrable adverse impact on the LC14 nor on the character of the existing settlement pattern of King Edward Street, and the development proposals are not considered to have a detrimental impact on highway safety or residential amenity. The application is therefore recommended for approval.

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:

C330/A1/401 Rev C
C330/A1/402 Rev B
C330/A1/403 Rev C
C330/A1/404 Rev B
C330/A1/405 Rev B
C300/A1/406 Rev B
C330/A1/407 Rev C
C330/A1/408 Rev C
C330/A1/409 Rev C.

Reason

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

3.

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.

4.

No above ground works shall take place until details have been submitted to and approved in writing by the local planning authority of the make, type and colour of all external facing materials for the development 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.

5.

Within three months of the completion of the new access, any redundant access to the site shall be removed and the area reinstated to footway/verge (including the provision of full height kerbs) in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason

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

6.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), nothing shall at any time be erected, retained, planted or allowed to grow over 1.05 metres in height above the level of the adjoining carriageway for a distance of 2 metres from the highway boundary across the site frontage.

Reason

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

7.

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

Reason

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

8.

No dwelling served by the private driveway shall be occupied until it has been constructed in accordance with details including:

- (i) the proposed method of forming access from the highway, including the required visibility splays;
- (ii) the method of constructing/paving the drive;
- (iii) the provision of adequate drainage features;
- (iv) the provision of suitable bin collection facilities adjacent to the highway;

- (v) the provision of suitable lighting arrangements; and
- (vi) the provision of street name plates that shall include the words 'Private Drive';

which have been agreed in writing by the local planning authority. Once constructed the private driveway shall be retained.

Reason

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

9.

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.

10.

No above ground works shall take place until details of the provision of adequate bin collection facilities have been provided and approved in writing by the local planning authority. No dwelling shall be occupied until the bin collection facilities have been implemented in accordance with the agreed details and 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.

11.

No above ground works 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 and conversely from 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.

12.

No above ground works shall take place until a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall consider sustainable urban drainage techniques where appropriate. None of the dwellings shall be occupied until it is connected to the approved drainage system.

Reason

To ensure satisfactory drainage is provided in accordance with policy DS14 of the North Lincolnshire Local Plan.

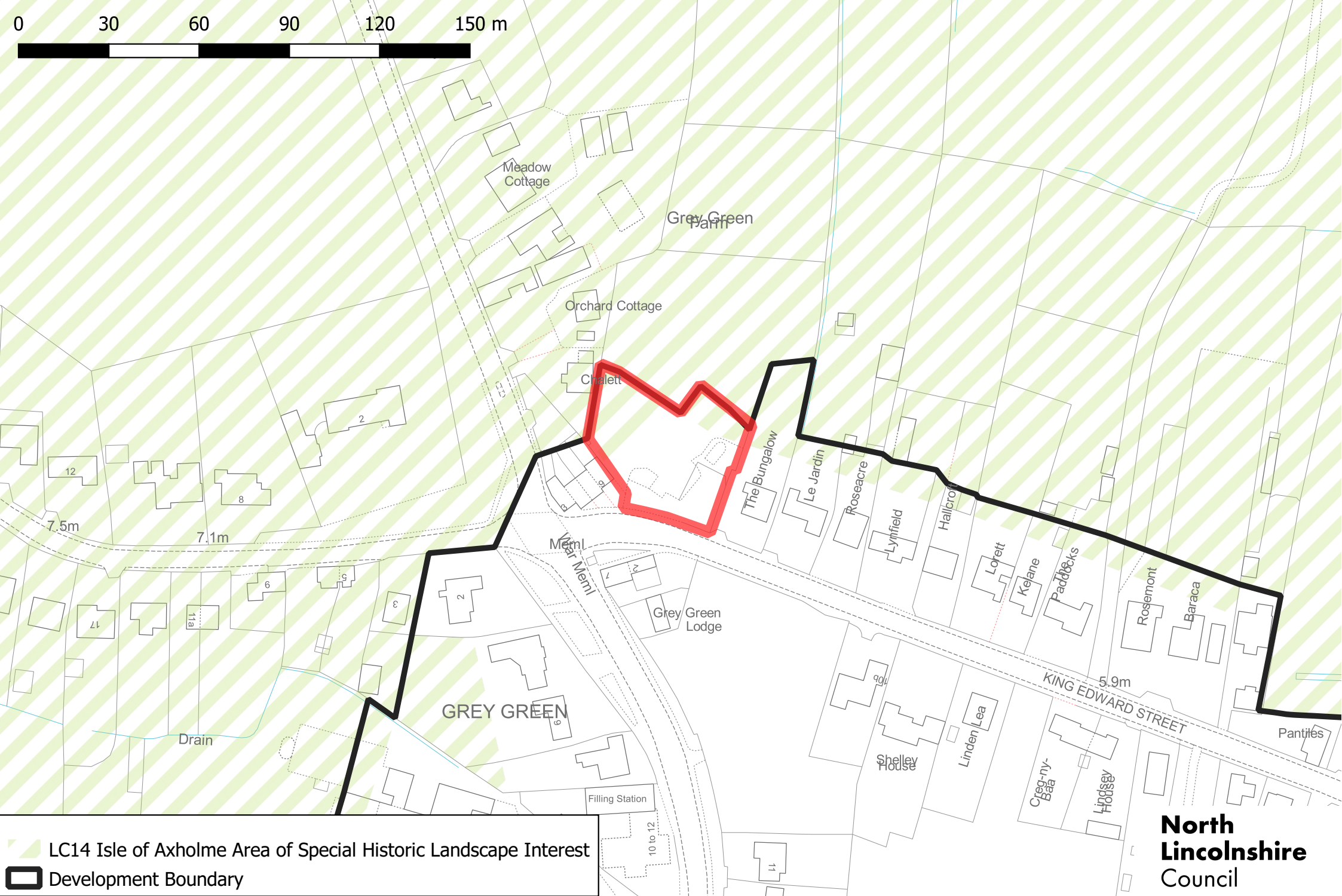
Informative 1


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 paragraph 38 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.



 LC14 Isle of Axholme Area of Special Historic Landscape Interest

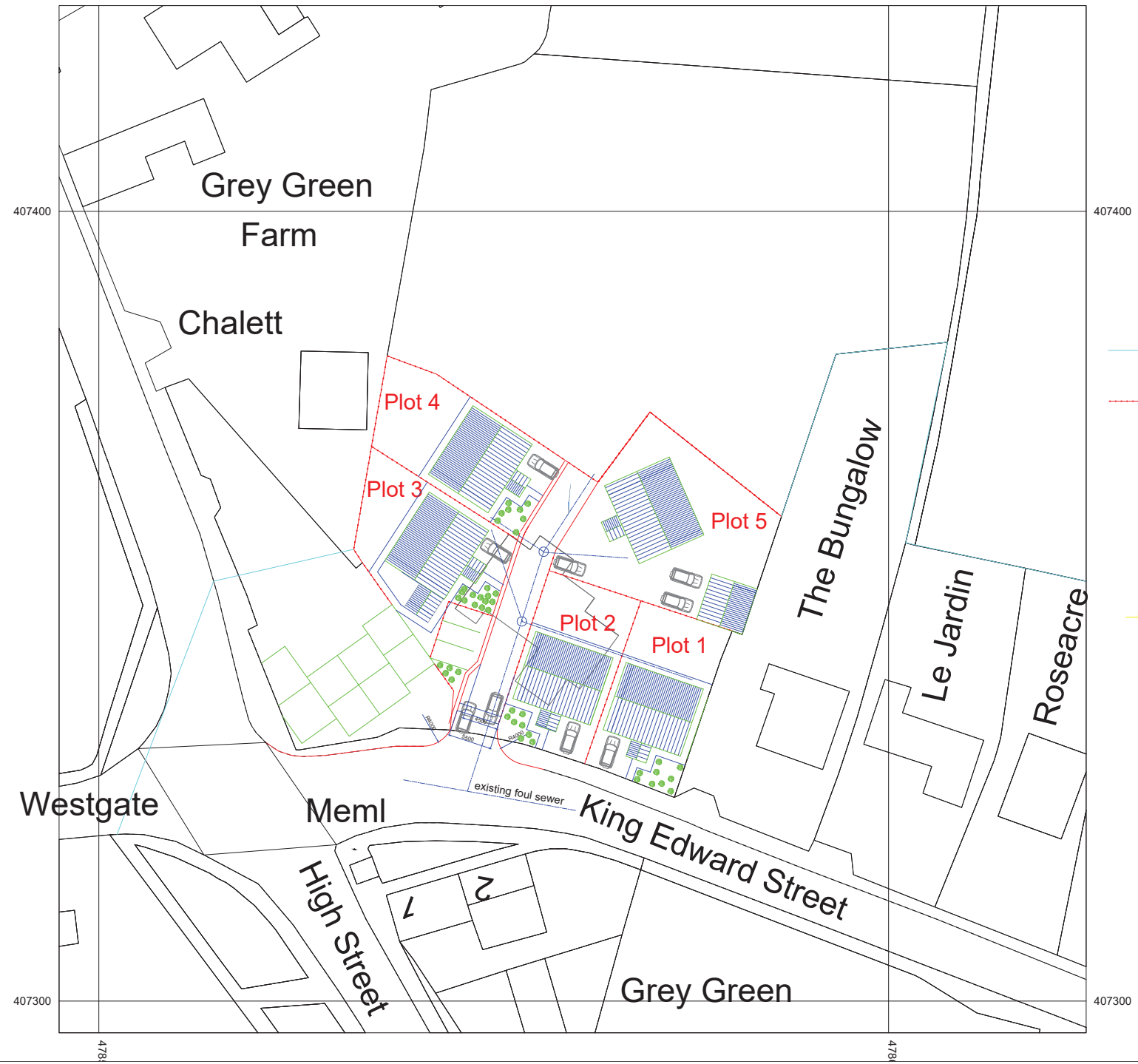
 Development Boundary

**North
Lincolnshire
Council**

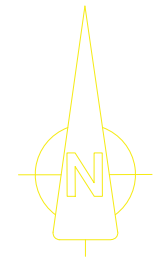
PA/2021/2255

PA/2021/2255 Proposed layout (not to scale)

NOTES
 THIS DRAWING IS FOR BUILDING REGS. & PLANNING PURPOSES ONLY
 ALL DIMENSIONS & DETAILS TO BE CHECKED ON SITE PRIOR TO
 COMMENCEMENT OF WORKS ON SITE
 THIS DRAWING IS THE COPYRIGHT OF SHEPHERD TECHNICAL SERVICES
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE
 FOLLOWING DRG. NO.
 C330A1407 HOUSE TYPE 1 - PROPOSED PLANS
 C330A1402 HOUSE TYPE 1 - PROPOSED ELEVATIONS
 C330A1403 HOUSE TYPE 2 - PROPOSED PLANS
 C330A1404 HOUSE TYPE 2 - PROPOSED ELEVATIONS
 C330A1405 HOUSE TYPE 3 - PROPOSED PLANS
 C330A1406 HOUSE TYPE 3 - PROPOSED ELEVATIONS
 C330A1407 PROPOSED SITE LAYOUT
 C330A1408 LOCATION PLAN
 C330A1409 HOUSE TYPE 3 - GARAGE GA



- REVISED DEVELOPMENT BOUNDARY LINE
- - - 300 HIGH GRAVEL BOARD WITH 1500 HIGH LARCH LAP
- SHRUB PLANTING



Rev	Date	Description
C	17.12.21	Issued for Full Planning
B	26.02.20	North Point, road names added & blue line added Released for Approval of Reserved Matters
A	31.01.20	Issued for Approval of Reserved Matters

Issued for : Full Planning
 Client-Scheme
 Mr. G & M. Mattu
 PROPOSED RE-DEVELOPMENT OF SIR SOLOMON PUBLIC HOUSE
 KING EDWARD ST, BELTON NORTH LINGS
 TO PROVIDE SMO. DETACHED HOUSES

Site Layout
 Shepherd Technical Services
 110 Bushfield Road
 Scunthorpe
 North Lincolnshire
 DN16 1NA
 Tel : 01724 330769
 Fax: 01724 330768

SHEPHERD TECHNICAL SERVICES
 Architectural, Civil & Structural Design Consultants
 Date: Jan 20
 Scale: 1:250(A1)-1:500(A3)
 Drawn: DS
 Checked:
 C330/ A1 /407 rev C