

## Application Recommended for Approval

Hapton with Park Ward

APP/2008/0372

Full Planning Application

Proposed change of use of former public house to 9no apartments re-submission of application (APP/2008/0186)

4 MANCHESTER ROAD, HAPTON

### Background:

The application relates to conversion of a vacant public house. Objections have been received.

Planning permission was granted at your April 2008 meeting. That scheme as initially submitted included the erection of an additional building in the rear yard/car park area. This was deleted from the scheme because it would have reduced the available car parking space.

### Summary of Reason for Recommendation:

The development is generally in accordance with the Development Plan, in particular the policies listed below, and there are no other material considerations to indicate that planning permission should not be granted:

### Relevant Policies:

Burnley Local Plan Second Review

E15 - Locally important buildings, features and artefacts

GP1 - Development within the Urban Boundary

GP3 - Design and Quality

H15 - Conversion and re-use for flats and bedsits

H2 - The sequential release of further housing land for development

TM15 - Car parking standards

### Site History:

2008/0186: Conversion of existing public house into 7 apartments - Granted

### Consultation Responses:

Highway Authority (Lancashire County Council):

1. No objection to conversion of existing building to 9 apartments as off-street parking would be available in the existing rear yard, provided access is direct from Water Street. [*Objection was raised to the initial proposal to take access from the back street. The scheme has now been amended to take access direct from Water Street, which is acceptable*].
2. Secure cycle storage should be provided [*Condition recommended*].

British Waterways – No objection to the proposal. Concern expressed about the strip of land between the site and the Canal, in particular, about maintenance issues. [*This land is outside the site, not in the applicant's control. However, the applicant is aware of the maintenance/amenity concern, and I would add a note to the decision notice if the Committee is minded to grant permission, recommending the developer to adopt a maintenance programme for the land on the basis that in good order, the quality and value of the apartment development would be enhanced*].

Streetscene – No adverse comments; adequate facilities should be provided for storage of refuse/recycling containers. [*Full details of appropriate bin storage have now been included in the application details*].

Environmental Health – No adverse comments.

Health and Safety Executive – Standard advice, in relation to adjacent chemical industry, does not advise against the development.

Neighbouring Residents:

One letter expressing concern about the following matters:

1. The number of apartments proposed would adversely affect highway safety on Water Street.
2. Access via the back street would not be safe and would disrupt the present street parking arrangements of existing residents. [*Amendment to the scheme resolves this matter*].
3. Reference to construction noise and possible anti-social behaviour of future residents [*These are not planning considerations*]

**Planning and Environmental Considerations:**

The application relates to a traditional canalside public house, fronting Manchester Road, in the centre of Hapton Village. It is of stone and slate construction being mainly two-storey, with a partial lower ground floor on the Canal frontage. It has a rear yard with access from Water Street. The building dates from the latter part of the nineteenth century and is of considerable character. It is now vacant.

The conversion now proposed would comprise:

- One (2 bedroom) apartment on the lower ground floor;
- Three (2 bedroom) apartments on each of the ground and first floors; and,
- Two (1 bedroom) apartments in the converted roof space.

Access to all 9 units would be via the existing two front street doors (one being reopened) and newly constructed internal stairways. The lower unit would also have a rear access door.

The existing roof space would be increased in usable floor area by alteration to the roof of the building. This would involve provision of one pitched roof over the whole building, replacing the existing arrangement comprising two separate pitched roofs, joined in a valley. The ridge line of the new roof would be 1.1m higher and 1.5m to the rear of the line of the existing ridge. The chimneys stacks would be retained.

Matching natural stonework would be used in the minor alteration (to window and door openings; and, removal of rear external stone stairs and low wall). The Canal side gable wall is of stonework; the other gable is rendered. The gables would be built up in matching materials.

Parking for 12 cars would be provided in the rear yard with access from Water Street.



Front elevation – doorway would be re-opened



Rear – stair and low wall would be removed to open up rear aspect



Canalside – Listed bridge



Canalside elevation – lower ground floor



Rear yard and access from Water Street



Previous permission



Present proposal

This application should be assessed in terms of any additional impact of the present proposal compared with the 'fall-back' development previously granted.

The main planning considerations are, therefore, traffic and parking; and, design and impact of the new roof.

#### Traffic and parking

The relevant criteria set by **Policy H15** are:

- a) *No adverse effect on amenity of neighbouring residents*
- b) *Convenient access (Car parking to comply with car parking standards in Policy TM15)*

**Policy TM15** together with **Policy 7** and **SPG 'access and parking'** set out parking standards required. The location is assessed as high/medium accessibility indicating a need for about 11 to 13 spaces. The proposed 12 spaces would reasonably meet this need.

The Highway Authority have no objections to the proposal on safety grounds, and consider the parking adequate to meet the new residents requirements. Hapton village has a railway station within walking distance, and main-line bus services to Padiham and Burnley. The opportunity to use the Canal cycle route should be reinforced by provision of secure cycle stores and a condition is recommended to require provision to be made.

Residents of the proposed apartments would access the car park via Water Street, which has a residential terrace on one side and bungalows on the other. However, the amenity of neighbouring residents is unlikely to be affected more than if the Public House was fully active, which is the fall-back position in this respect.

### Design and impact of the new roof

**Policy H15** requires that the converted building be *sympathetic to the character and appearance of the building and its locality*.

The character and future of the building would be safeguarded by the proposal. The building is well suited to conversion to apartments and the floor plans show a good standard of accommodation. Good pedestrian access would be provided. Refuse/recycling bin storage is shown in purpose-designed units in the rear yard area.

The roof ridge would be raised by a modest amount, given the significant expanse of roof involved. Dwellings in Manchester Road face the front of the Inn – the raised element of roof would be 18m from habitable room windows, which would retain their outlook in accordance with Local Plan policy.

The roof shape of the building would change; the street scene would be different, but not harmed.

A condition is recommended to ensure matching natural stone, rendering and natural roof slate are used in the development and that the chimney stacks be retained.

**Recommendation:** That planning permission be granted subject to the following conditions:

1. The development must be begun within three years of the date of this decision.
2. (a) Any alterations or building up of the masonry walls of the building shall be finished externally in natural stone matching the existing stonework of the building in colour, texture, coursing and jointing unless other materials are approved in writing by the Local Planning Authority.  
  
(b) Any alterations or building up of rendered walls shall be finished externally in render matching the existing rendering unless other material are approved in writing by the Local Planning Authority.  
  
(c) Any alterations or building up of the roof shall be finished externally in natural slate unless other materials are approved in writing by the Local Planning Authority.  
  
(d) The 3 existing stone chimney stacks shall be retained in the development in accordance with the details shown on the submitted drawing identified as: Project No KIND/36 Dwg 02B Dated 10.04.08 unless other details are approved in writing by the Local Planning Authority.
3. Unless otherwise approved in writing by the Local Planning Authority, any alterations to or provision of new window or door openings in the walls of the building shall be as shown on the submitted drawing identified as: Project No KIND/36 Dwg 02B Dated 10.04.08; and, heads, cills and jambs (as shown) of those openings shall be of natural stone matching the existing stonework of the building in colour, texture, size and jointing.

4. Before any development starts, details of provision for the secure, covered storage of bicycles, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the building hereby approved is first brought into use and thereafter be maintained and kept available for the use of occupiers of the premises.
5. Before any development starts, a scheme for the treatment of the land within the site to the east of the building shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show details of (a) surface treatment of the land; (b) layout and marking out of car parking spaces. The approved scheme shall be carried out before the development is first occupied and the car parking spaces shall be retained thereafter for parking of residents of the apartments hereby permitted.
6. Vehicular access to the car park and means of enclosure of the car park shall be as shown on the submitted drawing identified as: Project No KIND/36 Dwg 06C Dated 04.08.08. The means of enclosure shown on that drawing shall be provided before the development is first occupied. There shall be no vehicular access to the street between the car park and the gable wall of No1 Water Street, or to the street at the back of that property, at any time.

## **Reasons**

1. Required to be imposed 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. To secure a satisfactory development in materials which are appropriate to the building and locality, in the interests of visual amenity, in accordance with Policy H15 of the Burnley Local Plan Second Review.
3. To secure a satisfactory development in materials which are appropriate to the building and locality, in the interests of visual amenity, in accordance with Policy H15 of the Burnley Local Plan Second Review.
4. The provision is required to promote alternative forms of transport to the private car and details are not provided in the application, in accordance with Policy TM15 of the Burnley Local Plan Second Review.
5. In the interests of visual amenity, to minimise noise and disturbance to neighbouring residents from traffic to the site, and to ensure adequate off-street car parking is provided and retained, in accordance with Policies H15 and TM15 of the Burnley Local Plan Second Review.
6. In the interests of visual amenity, to minimise noise and disturbance to neighbouring residents from traffic to the site, and to ensure adequate off-street car parking is provided and retained, in accordance with Policies H15 and TM15 of the Burnley Local Plan Second Review.