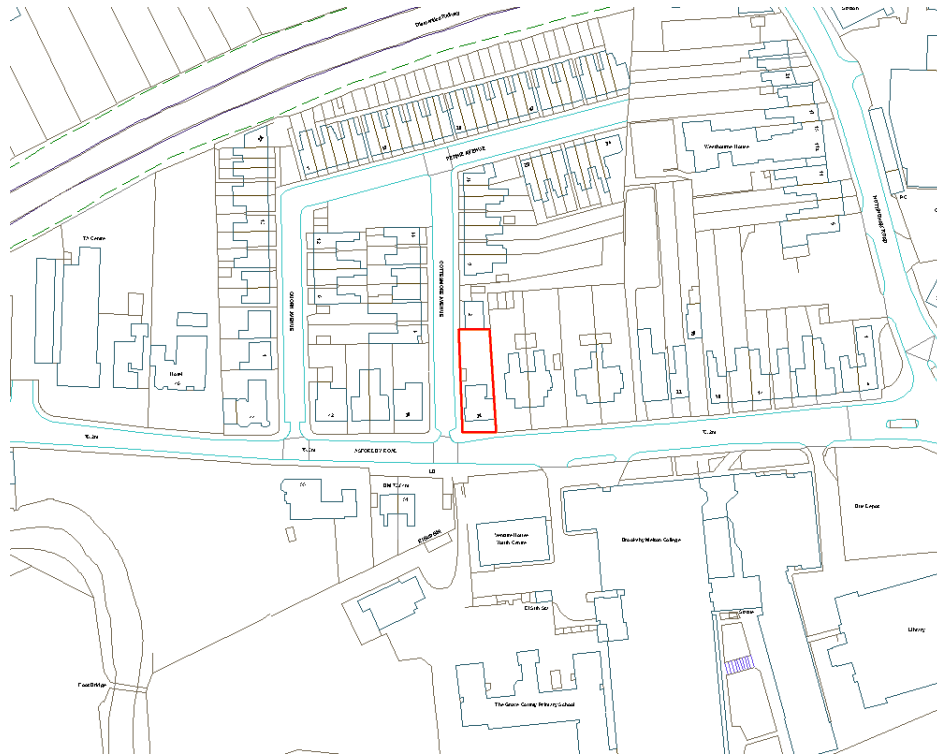


**Reference:** 12/00575/COU  
**Date Submitted:** 15<sup>th</sup> August 2012  
**Applicant:** Mrs Sally Grice  
**Location:** 34 Asfordby Road Melton Mowbray LE13 0HR  
**Proposal:** Use of premises as funeral directors



**Introduction:-**

It is proposed that the premises be used as a funeral directors offices including a chapel of rest. It is anticipated that the premises would be used as an office base for families arranging funerals and operate during office hours only. The walled parking area to the rear of the site can accommodate 8 cars. The hearse and cortege would unload from their premises at Asfordby where their chilled mortuary is located.

The proposed chapel of rest would be accessed by the rear door and bodies unloaded and loaded via private ambulance or estate car. Any families visiting would do so in office hours Mondays to Fridays 09.00 hrs to 17.00 hrs by appointment.

**It is considered that the main issues relating to the application are:**

- 1. Traffic**
- 2. Residential amenity**

The application is required to be considered by the Committee as six objections have been received to the proposal..

**Relevant History:-**

**05/01046/COU** Change of use to the provision of medical and health services for LCC Social

Services Approved 09.01.2006

**Planning Policies:-**

**Adopted Melton Local Plan (Saved Policies)**

**Policy OS1** allows for development within the town envelope provided that the development would not cause undue loss of residential privacy, outlook and amenities as enjoyed by occupants of existing dwellings in the vicinity; and satisfactory access and parking provision can be made available.

**The National Planning Policy Framework ;**

Encourages a strong competitive economy;

“The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

19. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

20. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

21. Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. “

**Consultations:-**

<b>Consultation reply</b>	<b>Assessment of Head of Regulatory Services</b>
<b>Highways:</b> No objections,; there are no recorded personal injuries at the junction with Asfordby Road and one way traffic system is not using Cottesmore Avenue to capacity. The roads are subject to residents only parking so there should be no parking on the highways.	<b>No objections are made on traffic and highway grounds</b>
<b>Ward Councillors</b>	<b>No comments received.</b>

**Representations:**

A site notice was posted and neighbouring properties were also notified of the proposal. As a result six objections have been received.

<b>Representation</b>	<b>Assessment of Head of Regulatory Services</b>
<ul style="list-style-type: none"><li>• Loss of privacy and overlooking- No 1 Cottesmore Avenue overlooks the carpark and the change of use would impact dramatically given the nature of business proposed from both visitors and the type of business activity.</li></ul>	The rear of the premises are screened by a brick boundary wall and it would be difficult to see activities taking place within the area. The activities also would take place within working hours.
<ul style="list-style-type: none"><li>• Visual intrusiveness- by virtue of the nature of the business including the type of vehicles visiting the property, parking at the property, passing and accessing / visiting the property</li></ul>	The applicant has stressed that the only vehicles using the site would be their own staff cars, normally one/two cars per day and families wishing to make arrangements. They would be

<p>will pass their residence is a visual intrusive issue.</p> <ul style="list-style-type: none"> <li>• Dominant and oppressive environment created by the proposal- Cottesmore avenue is a residential area and although there are other business users in the area they will not impact upon the area ...every vehicle using the one way system will by reason of the type of vehicles funeral cars, coroners vehicles etc will create an oppressive environment</li> <li>• Traffic impact- one way system is saturated with vehicles exacerbated by residents of Asfordby Road using the area, parents waiting for children, vets activities and 3 commercial vehicles used by a resident of Cottesmore Avenue. The proposed use would impose a large increase in traffic using the one way system</li> <li>• Distress caused by the storage of dead bodies within the premises.</li> </ul>	<p>accommodated in the walled parking area to the rear of the site which can accommodate 8 cars. The hearse and cortege would unload and unload from their premises at Asfordby</p> <p>As above.</p> <p>The Highway Authority has commented that the road is used to a level below capacity and in addition the applicant has confirmed that there will be no hearse or cortege operating from the premises and all visiting will be done within office hours.</p> <p>This is not a material planning consideration.</p>
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**Other Material Considerations:**

Consideration	Assessment of Head of Regulatory Services
<p><b>Response to objections form the applicant:</b></p> <ul style="list-style-type: none"> <li>• Applicants wish to expand to provide the choice of a small family run business in an area largely dominated by one company.</li> <li>• <b>Privacy:</b> the car park which is surrounded by wall with private access. The delivery of coffins will take approx 5 minutes and they will not be on view to passers-by or local residents</li> <li>• <b>Visual intrusiveness:</b> the only vehicles accessing the premises would be staffs cars and the private ambulance Over 80% of funerals leave from home or meet straight at the crematorium. We would leave for the funerals from our Asfordby office where our funeral fleet is kept and coroners would operate from Leicester Royal Infirmary. Melton would also have the benefit of disabled access and parking which we do not current have at Asfordby. Having a building that is accessible by clients who are disabled or in a wheelchair would also enable us to provide services to all individuals</li> <li>• <b>Traffic concerns:</b> Cottesmore Avenue is currently being used under capacity and references to its congestion are irrelevant as the property has a private car park.</li> <li>• <b>Character of the area:</b> the premises are fully alarmed and only the deceased family</li> </ul>	<p>Noted.</p>

<p>will be allowed to visit. At no point will a deceased person ever be on show to the public, our chapel of rest is totally private and secure.</p> <ul style="list-style-type: none"> <li>• The vets who are opposite generate more noise and traffic due its nature of trade.</li> <li>• The building currently has D1 medical and could be used for a number of things ranging from a doctors surgery to a alcohol and drug rehab centre with associated noise and traffic . The building could also be used as a place of worship with its existing use and this could mean the building could be used by any religious group.</li> </ul>	
<p><b>Compliance (or otherwise) with Planning Policy</b></p> <p>The application lies within the Town Envelope of Melton Mowbray and is supported under Policy OS1 subject to meeting the criteria relating to road safety, amenity , parking etc.</p>	<p>As stated above, the development is considered to accord with the applicable Local Plan polices, including the criteria of Policy OS1. In this instance, the policies are not considered to conflict with the NPPF and as such there is no requirement to balance the regimes.</p>

### **Conclusion**

The proposed development relates to the change of use of a former D1 (provision of health services by LCC Social Services) use to a funeral director's offices and chapel of rest situated within a mixed use area. The site comprises of a large detached property at the junction of Asfordby Road and Cottesmore Avenue fronting the busy A6006 Asfordby Rd. Whilst Cottesmore Avenue is predominantly residential and there is a one way traffic system with access via Quorn Avenue and egress via Cottesmore Avenue together with a residents parking scheme there are a mix of residential and business uses along Asfordby Road including offices, a social club, a veterinary practice at No. 36 ,and on the other side of the road a school. It is considered that with the restrictions imposed by the planning conditions recommended the use will not significantly impact either upon the traffic using the area or detract from the residential amenities of residents.

### **RECOMMENDATION: Permit, subject to the following conditions:**

1. The development shall be begun before the expiration of three years from the date of this permission.
2. The premises shall be used for a funeral directors only and for no other purpose (including any other purpose in Class A1 .of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
3. The use of the premises shall be carried out in accordance with the email of the 4th September

The reasons for the conditions are:-

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt.
3. To avoid any additional traffic using this residential area.

Officer to contact: **Paul Green**

**30<sup>th</sup> October 2012**

**NOTE: Content of e-mail received on 4<sup>th</sup> September 2012, as referred to in condition 3 above:**

*The only traffic going via the one way system will be staff cars, this will normally be one to two cars per day, who will be parked on our car park. Plus families wishing to make funeral arrangements who choose to drive and park in our car park.*

*The hearse and cars will load and unload from our Asfordby premises as that is where our chilled mortuary area is located and where cars are kept.*

*The chapel of rest will be accessed by the rear door for us to load and unload our estate car or our private ambulance used to transport coffined and dressed deceased to the Asfordby road chapel of rest during the day time. Any families viewing will do so in office hours, or by appointment. We will not be loading or unloading after 5.30pm and before 8pm Monday to Friday all funerals will leave from Asfordby as has been the case for 250 years and will remain to be the case as accordance with our new 5 year lease.*

*The traffic will be less on a daily basis than in currently has been, and we will not be on view to residence apart from maybe returning families to their cars if they wish to leave and return from 34 Asfordby road, in our limousine. We will not need or park in the residential parking area.*