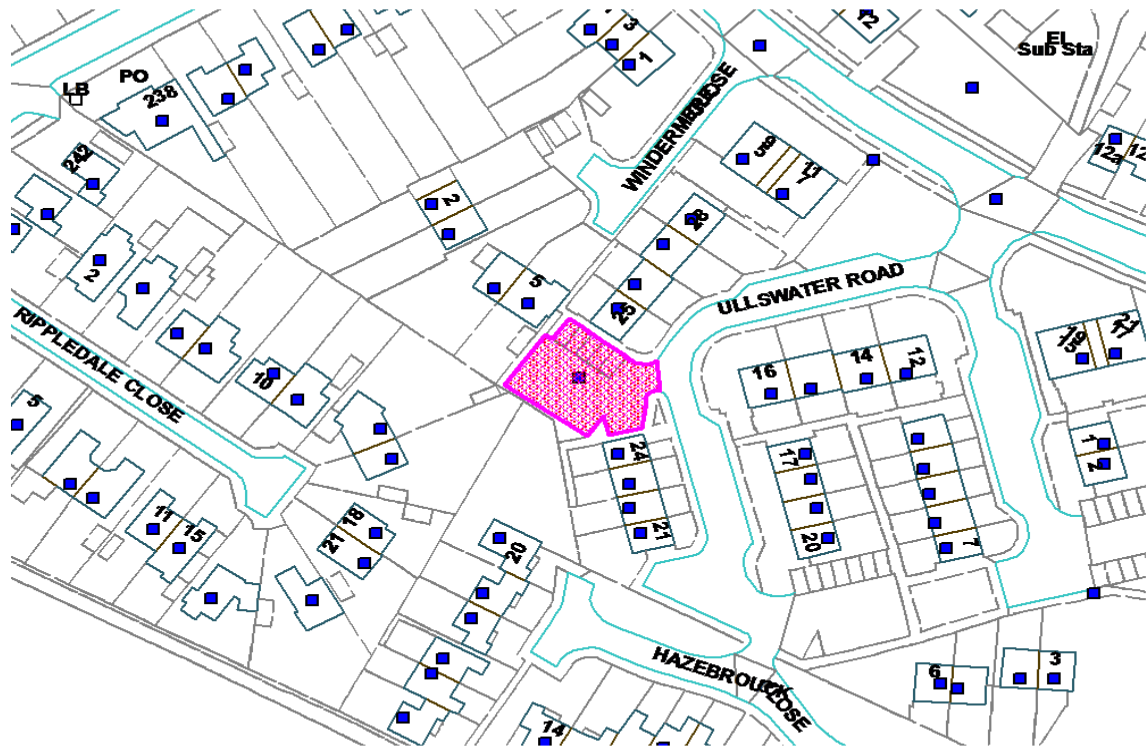


APPLICATION NO: 14/01681/FUL		OFFICER: Mr Martin Chandler
DATE REGISTERED: 19th September 2014		DATE OF EXPIRY: 14th November 2014
WARD: Up Hatherley		PARISH: Up Hatherley
APPLICANT:	Mr Gordon Malcolm	
AGENT:	Quattro Design Architects Ltd	
LOCATION:	Land between 24 and 25 Ullswater Road Hatherley	
PROPOSAL:	Erection of one detached dwelling with associated hard and soft landscaping	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 This application proposes the erection of a single dwelling on a parcel of land currently occupied by 10 parking spaces. The site previously housed five garages but these have been demolished and the area used for parking.
- 1.2 This proposal is one of three applications before members at this meeting which relate to parking courts within Hatherley.
- 1.3 The application site is before Planning Committee due to the applicant being Cheltenham Borough Homes. Members will visit the site on planning view.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

None

Relevant Planning History:

None

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 4 Safe and sustainable living

CP 7 Design

HS 1 Housing development

UI 3 Sustainable Drainage Systems

TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Development on garden land and infill sites in Cheltenham (2009)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Parish Council

22nd September 2014

We see no reason to object to this planning application although would like to know of any objection from neighbours.

14th October 2014 ADDITIONAL COMMENTS:

I am sure there must be a way of adding a rider to our comments on your planning website but I can't discover how to do it. Please therefore accept the following comments instead.

1. Following a number of representations and site visits, we feel compelled to overturn our original "No objection" to each of the two CBC planning applications above.

2. We now respectfully request that further study be given to the parking situation at each location as we are not convinced that the figures provided are either accurate or meaningful for the immediate future.

21st January 2015: Still no objection.

Ward Councillors

4th February 2015

As ward Councillor, I have concerns about this application (also applicable to its sister applications in Haweswater Road and Coniston road). Before committee considers passing this application it is important that residents' concerns, especially over parking, are not only taken into account but are met, given the already acute parking shortages in roads in the 'Lakeside' area. Any loss of parking capacity will create serious difficulties for residents.

At minimum committee should condition adequate parking capacity if it is minded to pass the application(s), as well as ensuring that other neighbour issues (e.g. crime risks in alleyways etc, and loss of light) are fully addressed.

Proposals at the time of writing (03/02/15) propose additional parking through demolitions of garage blocks i.e. additional to the actual building site, and displacement of garage users to underused capacity in adjacent blocks. This approach is good as far as it goes, but DOES NOT go far enough to make good the shortfall. Further measures are needed - by taking this process further and/or residents have suggested other measures such as extending laybys further into grass verge areas, and generally utilising other available spaces.

I await the officer report with interest, having already registered request to speak at committee.

GCC Highways Planning Liaison Officer

23rd September 2014

With regards to the above site; under our Highway's Standing advice criteria we do not need to be consulted on this application and this can be dealt with by yourselves with the aid of our guidance.

GCC Highways Planning Liaison Officer

3rd February 2015

The proposal indicates an intention to provide 2 in-curtilage spaces that are felt to be sufficient for a development of this size. As such a development on the scale of the above proposal falls under our Highways Standing Advice.

However; I note that the above location is currently used to provide off-street parking and will result in the displacement of 13 vehicles. Additional parking provision is available 50 m (Ullswater Road 'B') and 100 m (Ullswater Road 'C') distance in Ullswater Road. I understand that there is a proposal, identified as Group TWO on the submitted Garage and Parking Strategy - Hatherley, to clear garages from Ullswater Road 'B' to create an additional parking capacity of 7 spaces with a further 6 garage spaces available at Ullswater Road 'C'.

A Parking Statement has been submitted in support of this application that considers the implications of the above proposal. It indicates that the off-street parking provided by the development location is lightly used and that there is adequate on-street parking available to accommodate any displaced parking without detriment to other highway users.

I refer to the above planning application received on 19th September 2014 with Plan Nos: 4066/P/01, 02, 10, 20, 70, 71, application form and supporting documentation. I recommend that no highway objection be raised subject to the following condition being attached to any permission granted:-

The dwelling hereby permitted shall not be occupied until the car parking associated with that dwelling has been provided in accordance with the submitted drawing 4066/P/10, and shall be maintained available for that purpose for the duration of the development.

Reason: - To reduce potential highway impact by ensuring that vehicles do not have to park on the highway resulting in a severe impact contrary to paragraph 32 of the National Planning Policy Framework.

Contaminated Land Officer

29th September 2014

Small development planning condition for potentially contaminated land

No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	8
Total comments received	6
Number of objections	4
Number of supporting	0
General comment	2

5.1 The application was publicised with letters being sent to eight neighbouring properties. In response, four letters of objection have been received with two representations also making general observations on the proposal. The concerns can be summarised with the following bullet points and will be considered in the main body of the report.

- Loss of car parking and the resultant impact on the locality;
- Loss of space detrimental to the area;

- Poor proportions of fenestration;
- Impact on right of access considerations to a property in Rippledale Close;
- Uncertainty in relation to boundary enclosures;
- Loss of daylight and sunlight to adjacent properties.

6. OFFICER COMMENTS

6.1 Determining Issues

6.1.1 The key considerations in relation to this application are the principle of the development and the potential implications it may have for parking provision in the locality, the design and layout of the proposal and potential impact on neighbouring amenity.

6.2 The principle of redevelopment

6.2.1 As advised above, the application site currently provides for 10 parking spaces, all of which would be lost as a result of this proposal.

6.2.2 To support their proposal, the applicant has given consideration to a parking strategy across a wider geographical area. Members may be aware that this part of the borough has a number of parking courts each used in differing amounts. With regard to this proposal, five parking and garage courts have been assessed; Ullswater Road 'A' (the application site), Ullswater Road 'B', Ullswater Road 'C', Ennerdale Road 'A' and Ennerdale Road 'B'.

6.2.3 Together, these sites provide for 28 garages of which only 17 are in use. To mitigate the impact of this proposed development, Cheltenham Borough Homes proposes to demolish the 7 garages at Ullswater Road 'B' (of which 4 are in use) to generate 7 unallocated additional car parking spaces and relocating the four garage users to the alternative sites identified above that have space capacity.

6.2.4 It is apparent from this strategy that the applicant is taking the matter seriously and that capacity does exist to relocate existing garage users without compromising highway safety.

6.2.5 Members may recall similar proposals for the garage courts in Imjin Road and Burma Avenue which involved a very similar exercise. Officers understand that these developments have now been implemented with little impact.

6.2.6 Given the capacity that has been identified locally, officers consider that the proposal to redevelop the application site to provide a new dwelling represents a good use of brownfield land. The report will now consider the merits of the specific scheme that is proposed.

6.3 Design and layout

6.3.1 Local Plan Policy CP7 requires development to be of a high standard of architectural design and to complement and respect neighbouring development.

6.3.2 The proposal seeks to introduce a two storey detached dwelling between a terrace of four two storey houses and a pair of semi-detached bungalows. In this context, there is an argument to suggest that the development will be a slight anomaly within the street. Notwithstanding this, as a building mass, the proposal is considered to be entirely acceptable and the irregular shape of the site does stifle alternative proposals somewhat.

The architecture is appropriate for its context and officers are satisfied that this scheme represents an appropriate design solution for the site.

- 6.3.3** There is a comment from a neighbouring property in relation to the proportions of the fenestration but having reflected on this matter, it is not a concern shared by officers. The proposal does include three different window forms on the front elevation but this is not considered to be particularly detrimental to its appearance.
- 6.3.4** The proposal is compliant with policy CP7 and the SPD in relation to infill development.

6.4 Impact on neighbouring property

- 6.4.1** Local Plan Policy CP4 requires development to protect the existing amenity of neighbouring land users and the locality.
- 6.4.2** The proposal has been fully assessed in terms of potential impact on loss of privacy and loss of light and is acceptable. It will undoubtedly impact upon the amenity of neighbouring properties, introducing any building on a vacant site will do this, but the proposal has been well considered so as to not impact unacceptably. First floor windows are located in appropriate locations and the proposal passes the relevant loss of daylight tests referred to within the local plan.
- 6.4.3** Members will note that a neighbouring property has raised a concern in relation to an established right off access to Rippledale Close. This is not a planning consideration and will have to be resolved outside of this planning application.
- 6.4.4** The representation relating to the boundary enclosure can be clarified by confirming that the boundaries which define the private amenity space of the proposed dwelling are to be 1.8 metre high fencing.
- 6.4.5** The proposal is compliant with policy CP4 of the local plan.

6.5 Access and highway issues

- 6.5.1** In response to the concerns raised by residents, the County Council were asked to expand upon their original response to the application. These comments are set out in full at section 4 above. Members will note that the County are satisfied with the parking strategy identified by the applicant and that whilst on street parking does take place, there is also capacity for additional cars without compromising highway safety.
- 6.5.2** The applicant has also submitted a parking survey relating to the use of the application site itself. This demonstrates that at the times when the surveys took place (Friday 12 December 2000-2100, Saturday 13 December 1400-1500 and Tuesday 16 December 2000-2100) the forecourt is lightly used, with the maximum number of cars observed being 3.
- 6.5.3** To summarise the highway implications, officers accept that this proposal will displace car parking into the local vicinity. To mitigate this, the applicant has identified space capacity in other parking courts in close proximity to the application site. Furthermore, it has been identified that some capacity does exist on street should the need arise.
- 6.5.4** Given this evidence, officers and the County Council are satisfied that the proposal will not compromise highway safety.

7. CONCLUSION AND RECOMMENDATION

- 7.1** To conclude, it is considered that this proposal represents a well-considered redevelopment of the site. The applicant has not looked at the site in isolation and has identified a parking strategy to mitigate the displacement of cars from the application site.
- 7.2** The scheme itself is appropriate in form and footprint and will sit comfortably within the street scene. The proposal will not compromise neighbouring amenity unduly.
- 7.3** It is recommended that planning permission be granted.

8. CONDITIONS / INFORMATIVES

To follow as an update.