

APPLICATION NO: 14/01700/FUL		OFFICER: Mr Martin Chandler	
DATE REGISTERED: 23rd September 2014		DATE OF EXPIRY : 18th November 2014	
WARD: Up Hatherley		PARISH: UPHATH	
APPLICANT:	Mr Gordon Malcolm		
LOCATION:	Garages at Haweswater Road, Cheltenham		
PROPOSAL:	Erection of 4no flats with associated hard and soft landscaping		

REPRESENTATIONS

Number of contributors	5
Number of objections	5
Number of representations	0
Number of supporting	0

4 Buttermere Close
Hatherley
Cheltenham
Gloucestershire
GL51 3NZ

Comments: 14th October 2014

We object very strongly to the proposed development 14/01700/FUL, as there has been no proper consideration to the effects of the loss of twenty six parking spaces. The figures given in the Garage and Parking Strategy document are incorrect and are therefore misleading.

The twenty six parking spaces/garages have been used mainly by residents in Buttermere Close/Haweswater Road since the properties were built in the late sixties. There are now far more cars around so the spaces are more in demand.

The Garage and Parking Strategy states that there is little daytime parking on the Haweswater site, this being due to people working or going about their daily activities. If Quattro Design Architects had visited the site (or any of the other sites listed) in the evening or at the weekend they would find that most or all of the spaces are being used.

I know that the eight houses adjacent to and surrounding the car park require at minimum fourteen spaces, not including any visitors.

There are nine garages currently in use in the Haweswater Site. The only viable alternative to these, near to the residents houses, are the ones in Buttermere Close. These have low availability, so it is likely that most of the nine garage occupiers would park on the road, making a total increase in on-road parking in Haweswater Road and Alma Road of twenty two vehicles, not including friends and family, this is not practical.

This will clearly have a serious impact on access and traffic flow in both roads, particularly for larger vehicles such as refuse, emergency vehicles and for buses on Alma Road, this will lead to more damaged parked vehicles. This will also have a direct impact on road safety, especially around the shop on Alma Road, causing the roads to become much more dangerous for the many children; and pensioners from Wallace House, who cross the roads on a daily basis, on their way to school and to use the local shop.

We also question why there has been no Highways Consultation in view of the potential impact on traffic flow in Haweswater Road and Alma Road with the loss of twenty six parking spaces plus their visitors.

We believe consideration should be given to other sites which would be more suitable for development, which would have less impact on the amount of available parking and would not impact so heavily on traffic flow and danger to pedestrians. The site in Grasmere Road would result in a loss of fourteen spaces not twenty six. Ennerdale Road 'B' would result in a loss of only six spaces in comparison.

The Council could consider developing two smaller areas, each with two flats and limited loss of parking, instead of the larger area at Haweswater Road with a loss of twenty six potential spaces. The garages at Haweswater Road are in poor condition, I personally have rented one for six years now, and I would still prefer my car in a garage than on the street. This could discourage people from renting them. If they were improved there is likely to be full uptake of the all the garages.

I have lived adjacent to the car park for Fourteen years and have enjoyed the easy and safe access that the garages and hard standing provide, I couldn't imagine carrying my Granddaughter or a week's worth of shopping from Alma Road, some 70m away from my door, in the pouring rain or snow and ice.

The largest grievance I have is that six parking spaces have been allocated to people who don't even exist yet, whilst long standing residents have just literally had the ground ripped from under their feet. Not to mention the £10K-£15K loss on the value of each of our properties.

I understand that extra housing needs to be built in Cheltenham but there must be somewhere more suitable than the Haweswater site.

I have looked at the plans and before a decision is reached I personally think more consultation is required with the residents most affected by this proposal, if the existing plans go ahead, I will be leaving my back garden only to be confronted with a 7ft fence, not something I am looking forward to after renting a garage and using the parking over the last fourteen years.

5 Haweswater Road
Cheltenham
Gloucestershire
GL51 3NF

Comments: 9th October 2014

We object very strongly to the proposed development as there has been no proper consideration of the effects of the loss of 13 parking spaces. The figures given in the Garage and Parking Strategy are incorrect and therefore misleading.

In Section 10 of the Application Form it states that there are currently 13 car parking spaces, which will be replaced by 6 parking spaces, making a net loss of 7 parking spaces. This is inaccurate. There are currently 13 parking spaces and 13 garages - a total of 26 spaces. The new spaces would not be available to the residents currently parking on the site, so the total loss of parking spaces is 26.

The 13 parking spaces have been used by residents since the properties were built in the late 60s. There are now more cars around so the spaces are more in demand. The Garage and Parking Strategy states that there is little daytime parking in the Haweswater Road parking spaces. If Quattro Design Architects had visited the site (or any of the other sites listed) in the evening or at the weekend they would find that most or all of the spaces are being used.

There are 9 garages currently in use in Haweswater Road. The only viable alternative to these garages, being near to the residents houses, are the ones in Buttermere Close. These have low availability, so it is likely that most of the 9 garage occupiers would park on the road, making a total increase in on-road parking in Haweswater Road and Alma Road of 22 vehicles. This will clearly have a serious impact on access and traffic flow in both roads, particularly for larger vehicles such as Refuse and emergency vehicles, and buses on Alma Road. It will also make the roads much more dangerous for the many children who cross the roads on their way to school.

We also question why there has been no Highways Consultation in view of the potential impact on traffic flow in Haweswater Road and Alma Road with the loss of 13 parking spaces.

The figures in the Garage and Parking Strategy are incorrect and misleading as they do not include the number of parking spaces, only the garages. The number of parking spaces is not clear in the document but is at least 62.

The correct figures are as follows:

Total number of garages and parking spaces $129 + 62 = 191$

Total loss of garages and parking spaces $19 + 28 = 47$

Net available garages and parking spaces $191 - 47 = 144$

Current demand for garages and parking $84 + 62 = 146$

This shows that the 3 proposed developments would result in an overall shortfall of 2 in required parking.

We believe consideration should be given to other sites which would be more suitable for development, which would have less impact on the amount of available parking and would not impact so heavily on traffic flow and danger to pedestrians. The site in Grasmere Road (note correct spelling) would result in a loss of 14 spaces not 26. Ennerdale Road 'B' would result in a loss of 6 spaces.

The Council could consider developing 2 smaller areas, each with 2 flats and limited loss of parking, instead of the larger area at Haweswater Road with a loss of 26 potential spaces. The garages at Haweswater Road are in very poor condition, which discourages people (including ourselves) from renting them. If they were improved there is likely to be full uptake of the garages.

Comments: 7th December 2014

We note the revised Design and Access Statement and Proposed Plans relating to this application, and repeat our objection to the scheme.

The Design and Access Statement contains a number of inaccuracies and errors and still does not address where current residents would be able to park instead of the current hardstanding, turning space and garages.

In the introduction it states that the site is 'underutilised in the current form'. This is not true. At evenings and weekends all 13 parking spaces (and another 5 in the turning space) are used. Until recently 10 or 11 of the 13 garages were being used. The garages would be more popular if they were in an acceptable and secure condition.

At 1.2 one of the Principle (should be Principal) Objectives is to 'Maximise the potential for the site'. The plans clearly fail in this objective. Losing 24 parking spaces (see below) for just 4 units is disproportionate. Other sites would better meet this objective.

At 2.3 the layout now includes the turning area, where 5 vehicles currently park on a regular basis. The total number of garages and parking spaces in this increased area is $13 + 13 + 5 = 31$. The current use of the turning space as parking is not acknowledged in the Design and Access Statement. At 4.3 it states that the 'existing turning head area can then be marked into formal parking bays to allow unallocated parking spaces for displacement parking for use by the existing residents.' This is not correct. It will allow 4 spaces where there are currently 5, so will reduce the parking spaces available by 1.

The statement that 'The windows of the flats have been carefully considered' is incorrect. Moving flats 3 and 4 next to our property at 5 Haweswater Road creates a blind alleyway which is not overlooked. This is contrary to policy to 'design out crime'. In view of the recent robberies and burglaries in the area, where alleyways are used as discreet exit routes for the criminals, this is clearly unacceptable.

We repeat the points made in our previous objection with some additions:

The figures are now that there are currently 31 potential parking places (including garages). The new plans provide 7 parking places for existing residents, making an overall loss of 24. There is no suggestion of where displaced residents would be able to park instead.

These properties could be built on one or two of the alternative sites, where there would be a much lower loss of parking spaces. A good example is the Grasmere Road site (note again the correct spelling).

The garages on the Haweswater Road site could be demolished and turned into unallocated parking spaces, meaning that there would be 26 much needed parking spaces for residents in Haweswater Road, Buttermere Close and Alma Road. This would reduce on road parking and related traffic congestion on the roads, particularly Alma Road, where there are frequently issues with buses being unable to get through and traffic backing up to the Caernarvon Road roundabout.

We still question why there has been no Highways Consultation in view of the potential impact on traffic flow in Haweswater Road and Alma Road.

Comments: 10th February 2015

I note the revised plans and question why residents of Haweswater road have not been made aware of them. We have previously received a letter notifying us of the revisions to the plans and confirming the date by which we are to raise any objections. We have received no such letter in relation to these latest revisions and came across them by chance.

I repeat my previous concerns below.

The figures are now that there are currently 31 potential parking places (including garages). The new plans provide 7 parking places for existing residents, making an overall loss of 24. There is no suggestion of where displaced residents would be able to park instead.

This matter has still not been addressed and we still question why there has been no Highways Consultation in view of the potential impact on traffic flow in Haweswater Road and Alma Road.

The statement that 'The windows of the flats have been carefully considered' is incorrect. Moving flats 3 and 4 next to our property at 5 Haweswater Road creates a blind alleyway which is not overlooked. This is contrary to policy to 'design out crime'. In view of the recent robberies and burglaries in the area, where alleyways are used as discreet exit routes for the criminals, this is clearly unacceptable.

Are the Gloucestershire constabulary to be consulted on this matter?

6 Haweswater Road
Cheltenham
Gloucestershire
GL51 3NF

Comments: 14th October 2014
Letter attached.

14 Haweswater Road
Cheltenham
Gloucestershire
GL51 3NF

Comments: 26th September 2014

I am concerned about the proposals mainly on the basis of parking issues that I feel will arise from building the 2 sets of flats. Whilst these flats will have their own designated parking spaces, these may not be sufficient for the residents. Most families now have more than one car, therefore will 4 allocated parking spaces be sufficient for the new residents? At the same time, current residents in the houses in Haweswater Road and adjoining houses mainly park on the road and the spaces opposite the existing garages. Most people naturally prefer to park their cars close to their houses. It is likely that taking away an area that holds an estimated 13 cars/vans each evening will cause major disruption to the area. It is unlikely that those owners will want to park in a garage, particularly if (as likely) there will be a charge for doing so. I am fortunate as I have been granted off road parking on my own driveway. What are the proposals for the other residents of Haweswater Road (and adjoining roads) who are less fortunate? Whilst the area does not have a parking issue in the day, it certainly will at night. What about the poor road surface in Haweswater Road, which has been neglected for many years?

Comments: 9th December 2014

I have seen the up-dated proposals and clearly the Planners have no thought for the residents in the area. There is a strong feeling amongst residents, not only of Haweswater Road, but also the surrounding area, all of whom would be directly affected by any building.

If it is of interest (and it should be), I took a photograph of typical parking on the hardstanding area and turning of Haweswater Road on Sunday 23rd November at 12.39pm. There were a total of 15 cars and vans. Clearly this does not include what vehicles were also being stored in the garages and the other vehicles parked along the road outside the houses. As residents have stated, cars are also being parked in the extremely busy Alma Road (there is a motor repair shop opposite the entrance to Haweswater Road and of course the local shop, both of which draw in a large amount of business). Alma Road is already becoming very congested, with cars parking on the road and pavement.

I have noticed one person taking photographs of the hardstanding area on a weekday when there is hardly anyone parked. As I type this objection (12.10pm Tuesday 9 December) there are a total of 5 cars on the road (not counting residents who are lucky to be able to park on their own grounds). However, come the evening it is likely that the hardstanding and turning areas will be full. Weekends likewise.

These proposals are the first interest taken in Haweswater Road for years. The road surface has been ignored, along with maintenance of the garages. It is a disgrace!

As stated by another resident, your Planners should turn their attention to either demolishing the garages and building ones fit for purpose, or instead demolish them and provide additional parking; then turning their attention to building flats in a more suitable location.

If you do not hear from residents then it is likely that they don't at this stage realise the impact of congestion and road safety. They soon would if your proposals are passed. The plans are wholly unacceptable.

57 Alma Road
Cheltenham
Gloucestershire
GL51 3ND

Comments: 14th October 2014

With regards to the proposals for the flats to be built in Haweswater car park, which is actually going to be next to my house.

I feel I need to write on behalf of the people living in this area as regards the parking situation. As you are probably aware that a lot of people park in this car park at night and weekends.[when not at work etc]

There are already problems in the Buttermere road with people trying to find a space to park their car, as these people live in Buttermere, Thirlemere and Haweswater.

So the people living in Alma road [houses off Alma road] and also some people in Haweswater and Buttermere will have nowhere to park, including visitors.

I am to believe that the Wallace house car park has only 4 residence who have vehicles, but no one is allowed to park there as they will be clamped.

Another issue is that some of the people in the area including visitors have parked on the Alma road and the buses pass regularly, which sometimes cause obstruction with the traffic, it has also been known in the pass that these vehicles have been knocked [wing mirrors etc] Not a good place to park.

I am to understand that there are 40 empty garages available, but I am sure people will not want to pay for garages or even so walk far for a garage, then this

Comments: 17th October 2014

I write further to my mother's recent e-mail, at her request, in order to add some policy relevance to her objection and indeed to those of her neighbours.

You will guess that matter in question is one of displaced parking, which is of great concern to many residents.

Firstly with regard to process, my first concern is that not everyone affected by the application has been consulted. This is because of the significant difference between the number of people adversely affected by the proposal and the low number that have registered objections. The web page does not give any list of consultees, so I am left wondering whether many have been missed out or whether widespread apathy has set in. The latter is of course a possibility however given that the former would represent poor process and is also a possibility, some transparency would be beneficial.

With regard to policy, I have identified several policies that the proposal appears to breach, and can highlight these as follows:-

Clause 3.16 of the SPD on infill sites states that proposals must take into account the amenities of existing residents. The current proposal does not comply with this.

Clause 3.17 of the SPD also states that Clause 3.16 is even more important where intensification is proposed, which of course it is, adding further gravity to the non-compliance above.

Policy TP1 states that proposals should be refused if they generate an increase in on-street parking. Approval of the current scheme would therefore be contrary to this policy.

Paragraph 14.49 of TP1 states that parking is crucial. The overlooking of parking is therefore non-compliant with this policy.

Table 16 of TP1 lists the off-street parking allocation for out-of-town areas as 1.5 spaces per dwelling. This requirement is not met by displacing existing parking onto the street.

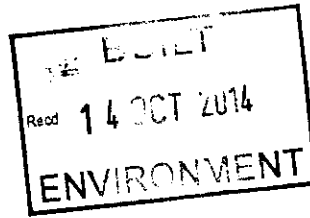
Table 16 of TP1 also says that parking spaces should be easily surveilled, which will not be possible for residents if they have to park further away from their homes.

I also note that the street onto which most parking will be displaced, Alma Road, is indicated on Plan 10 of TP1 as a 'Local Distributor' road, vouching for its busy nature. The road already experiences a bottle-neck outside the shop & garage, where existing residents' overspill parking and a high turnover of shop customers conspire to cause occasional problems, especially given the frequent use by buses. I strongly suspect that these occasional problems will become a much more frequent and serious if the proposal is allowed to go ahead, but did not see any comment from highways officers.

Finally on the topic of parking, I agree with the other consultees over a particular aspect of the proposal which appears conspicuous. It does indeed seem bizarre that the newly proposed dwellings benefit from dedicated property-specific parking spaces, whilst existing residents are having their parking taken away. I am aware that none of them actually own the spaces, but given the established use over many years the sudden withdrawal raises a legal question. Whether or not this particular matter is a material consideration for a planning officer is questionable at first, but might be relevant in terms of the site ownership declaration which I am guessing declares full and unhindered ownership.

In conclusion, I have offered six elements of policy which the proposal breaches, plus two matters of process which require address, so I do hope that some attention is paid.

One last point of housekeeping concerns the red outlines on the application drawings. The location plan shows the Eastern application site boundary sitting along a different line to that indicated on the site plan, which has caused some confusion. Not a reason for refusal by any means, but perhaps this could be rectified for clarity.



6 Haweswater Road
Hatherley
Cheltenham
GL51 3NF

12th October 2014

Reference: 14/01700/FUL

Dear Sirs,

We strongly object to the proposed development of Erection of 4no flats / Garages at Haweswater Road.

No proper consideration has been given to the effects of the loss of 13 parking spaces. The Garage and Parking Strategy document shows figures which are incorrect and therefore misleading.

Section 10 of the Application Form states that there are currently 13 car parking spaces, which will be replaced by 6 parking spaces, making a loss of 7 parking spaces. This is inaccurate. There are currently 13 parking spaces and 13 garages – a total of 26 spaces. The new spaces would not be available to the residents currently parking on the site, so the total loss of parking spaces is 26.

The 13 parking spaces have been used by residents since the properties were built in the late 60s. There are now more cars around so the spaces are more in demand. The Garage and Parking Strategy states that there is little daytime parking in the Haweswater Road parking spaces. If Quattro Design Architects had visited the site (or any of the other sites listed) in the evening or at the weekend they would find that most or all of the spaces are being used.

There are 9 garages currently in use in Haweswater Road. The only viable alternative to these garages, being near to the residents houses, are the ones in Buttermere Close. These have low availability, so it is likely that most of the 9 garage occupiers would park on the road, making a total increase in on-road parking in Haweswater Road and Alma Road of 22 vehicles. This will clearly have a serious impact on access and traffic flow in both roads, particularly for larger vehicles such as Refuse and emergency vehicles, and buses on Alma Road. It will also make the roads much more dangerous for the many children who cross the roads on their way to school.

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The Council could consider developing 2 smaller areas, each with 2 flats and limited loss of parking, instead of the larger area at Haweswater Road with a loss of 26 potential spaces. The garages at Haweswater Road are in very poor condition, which discourages people (including ourselves) from renting them. If they were improved there is likely to be full uptake of the garages.

Yours faithfully

