

<b>APPLICATION NO: 16/01577/FUL</b>		<b>OFFICER: Mrs Emma Pickernell</b>	
<b>DATE REGISTERED:</b> 10th September 2016		<b>DATE OF EXPIRY :</b> 5th November 2016	
<b>WARD:</b> All Saints		<b>PARISH:</b>	
<b>APPLICANT:</b>	Mr Paul Haskins		
<b>LOCATION:</b>	83 Hewlett Road, Cheltenham		
<b>PROPOSAL:</b>	Alterations and extensions to the building and conversion to provide 7 additional flats and ground floor retail unit		

## REPRESENTATIONS

Number of contributors	<b>29</b>
Number of objections	<b>28</b>
Number of representations	<b>1</b>
Number of supporting	<b>0</b>

11 All Saints Road  
Cheltenham  
Gloucestershire  
GL52 2EY

### **Comments:** 28th November 2016

I object to this application for 2 main reasons:

Firstly parking - I live on All Saints Road and parking is already a complete nightmare as we are one of the few streets that does not have permit parking. Most days I have to drive around for at least 10 minutes to find a parking space. I know a lot of people who park on the road don't live on the road itself. Whilst I appreciate parking is not a right and everyone is allowed to park on a public road, another 7 flats without dedicated parking is only going to add to the issue locally. Alternatively, make All Saints Road resident parking - with parking on one side of the road only there is not enough capacity for the residents as it stands and this development will only exacerbate the problem.

Secondly, I can see no need for a development of studio apartments in this area. It is a residential area with a high number of families and what the area needs is 2 bedroom apartments/houses. The only reason I can think of for squeezing 7 tiny flats into this space is for the developer to maximise profits.

### **Comments:** 1st December 2016

Further to my previous comments would also like to complain about the lack of consultation on this issue. Despite living in close proximity to the development, the first I heard about the new development plans was a letter from my Councillor (dated November 2016) which was only delivered on Sunday 27th November. Within this letter it stated comments must be received by 29th November. Hardly sufficient time to consider the plans in much detail.

Meanwhile my friends who live on Fairview Road, and who objected to the development last time, knew nothing of the new plans at all so have not been given the opportunity to comment.

I would presume that with any such development, especially one which as caused such feeling within the community, that it would be standard practice for all previous objectors to be made aware of any new submissions. In addition a simple letter drop to the surrounding streets would

seem a minimum expectation of any developer who actually wanted to consult with the local community.

11 Princes Street  
Cheltenham  
Gloucestershire  
GL52 6BE

**Comments:** 27th September 2016  
Letter attached.

**Comments:** 22nd November 2016  
The current owner has revised the proposals put forward to accommodate some of the concerns raised with the submitted proposal.

Looking at these revisions the increase in floor area put forward for Commercial, Class A use is welcome. The number and size of suggested flats I believe still needs to be reconsidered. A couple of the flats need to be re-measured as the floor areas of these units appears to be less than the current Technical Housing Standards Guidelines where a 1 bedroom unit is to have a min. gross floor area of 39m<sup>2</sup> (37 with just a shower). The flat density suggested in this current proposal is, we believe, still contrary to policy CP7 of the Cheltenham Borough Local Plan adopted 2006.

Again, if the owner of this property does succeed in the redevelopment of this site the council must ensure the Use Classes Order is maintained so the retail unit remain Class A3 or A4 and cannot be converted to Class C3. In our view the retention of part of the ground floor as a single commercial unit is welcome but the number of flats over should be limited to just face Hewlett Road.

The building of a further floor is in balance with the existing facades on Hewlett Road. However consideration has not been taken, to the chimneys of this property or the neighbouring property 85.

The inclusion/ retention of the existing function room would also be very much appreciated by the Fairview Community.

Contrary to the applications and Highways thinking this area is at saturation point with parking so any increase will be detrimental to the quality of living in this area. This will be a very dense residential building with no parking to either face. These residents and their visitors will most probably have vehicles but with no designated parking. Parking needs to be provided in this type of proposal but in this situation is not practical on the site.

#### Conclusion

The housing in this application is still too dense and should not be considered by Cheltenham Borough Council. It is contrary to Policy RC1 of the Cheltenham Borough Local Plan adopted 2006 and paragraph 70 of the National Planning Policy Framework.

10 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 19th September 2016

1. I understand that a previous application was rejected on the grounds that it removed local community facilities from the now extant pub without any attempt to replace them. This

new application is clearly business rental oriented, and does nothing to address the concerns about community facilities which were the basis of the rejection of its predecessor. This in itself may be sufficient to reject this application.

2. In parallel with the above, I believe that there are other considerations which are centred on traffic and parking. Hewlett Road has heavy traffic, and parking is prohibited to in the area of No 83 by double yellow lines and a pedestrian controlled set of traffic lights. The only access to local parking for deliveries and the new residents is in Duke Street and Leighton Road - which also happen to be the nearest free and unregulated parking available to Cheltenham business and club areas during the day and evening. This means that, in the absence of any off-road parking, residents of Duke Street and Leighton Road already find it very difficult to park at all times of the day and evening. Adding shops and 8 extra flats can only make matters worse for residents and, in the absence of action to change this situation, should result in the rejection of this application.

Irrespective of the outcome of this application, there is a strong case for the introduction of residential parking in both Duke Street and Leighton Road, such that every house has good access to at least one parking space at all times by displaying a "Resident Pass". Access to any remaining space would then be controlled by closely monitored metering (eg, a maximum of 1 hour for cash, with a waiver for tradesmen working at a house in that road, and a "visitor badge" issued to each house).

In addition, the parking situation in Leighton Road effectively forces it to be restricted to one-way traffic. Duke Street is effectively in the same situation, except that it currently has traffic rights in both directions without the means by which opposing traffic can pass each other. Logic might imply that restricting traffic in Duke Street to single flow (ie Hewlett Road towards Princes Street) would be beneficial - in effect making a one-way block with entries to Duke Street from Hewlett Road and to Leighton Road from Princes Street, and exits from Leighton Road to the Hewlett Road roundabout and to Princes Street from Duke Street.

If any application based on extra residential accommodation were to be approved, I hope that it will only be allowed to proceed after resolving the traffic and parking issues outlined above.

56 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 16th November 2016

We object to this proposal and echo the comments made by many.

The revised plans still show overdevelopment of the site contrary to policy CP7 of the Cheltenham Borough Local Plan 2006.

The increased traffic and parking will be detrimental to the area and those people who live in it. Whilst the developer might think that those who purchase the flats will have bicycles, most people own a car and many households have two. There is no parking contingency for the proposed flats and this will result in added pressure to neighbouring streets which are already full of shoppers and workers during the day. In the evening you can't get parked near your home as there are too many vehicles owned by the residents already. People will park on the double yellow lines which obstructs the view into the road. It is an accident waiting to happen.

Additionally there have been occasions when the rubbish has not been collected in Leighton Road because the lorry could not get down due to people parking on the yellow lines. This will get worse. If a rubbish lorry can't get down the road, could a fire engine or ambulance?

The Local Development Framework 2008 states that on-street parking is identified as a problem with a "negative impact on the character of the Fairview area". Additional traffic and parking will be detrimental to the local people of Fairview and lessen their quality of life.

The loss of the pub which closed LAST year and not a number of years ago is a loss to the community and only closed because the brewery were greedy and made it impossible for anyone to make it a success. If it was a free house I believe it would have a better chance of success. This loss of an community asset is very disappointing and the developer's plan to provide space for retail units is an attempt to pay lip service. There isn't a market for additional shops here so he knows that they will be able to turn them into flats at a later date subject to change of use planning permission.

Obviously it is desirable to do something with the building rather than let it fall into disrepair, but this proposal is simply overdevelopment.

10 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 27th September 2016

Parking:

This is a huge issue. An additional 8 flats, with many, if not all of their occupants having one/two vehicles the issue will be magnified terribly. The junction is already dangerous as there are often cars parked on both sides of Duke Street, right up to Hewlett Road in the evening and early morning. There is not enough space as it is. Adding this many more vehicles to the mix is not acceptable or fair to the current residents struggling to park their vehicles on a day to day basis.

Building height:

Increasing the height of the building is not acceptable either. Even though there are taller buildings on Hewlett Road, the majority of number 83 is on Duke street where the houses are all 2 story. The houses at the bottom end of Duke Street will be overlooked with the residents enjoyment of their own properties negatively affected. In addition it could set a precedent for the over development of other buildings on Duke Street to this height.

**Comments:** 22nd November 2016

I can only echo what has already been stated by many residents on many occasions that the parking in local streets will be made worse than it already is. People with families and shift workers already have huge problems in the day time trying to find somewhere to park. It is clear that with parking being such an issue for the local community, then suitable provisions surely must be made.

61 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 26th September 2016

I would like to raise the following objections to planning application 16/01577/FUL, 83 Hewlett Road.

SCALE AND PROPORTION; the existing streetscape is formed by the development of individual buildings and small groups and subsequent infill to create the appearance of terraces while retaining a mix of architectural styles and roof heights leading to an interesting roof line. To take the height of the existing taller buildings and suggest this as a precedent to allow other

development to be increased in height risks losing the variation in height that leads to the unique character of the street scene in the immediate vicinity. An increase in height at this location would, when considered with the height of the four storey building to the south, risk creating the illusion of narrow and unwelcoming gateway into Duke Street from the Hewlett Road.

DENSITY; although the application address is 83 Hewlett Road, the impact on local residents will mainly be in Duke Street. The predominant local housing pattern is two to three bedroom terraced housing mainly occupied by individuals or families and to introduce the proposed number of residential units into a single building will be overdevelopment relative to the existing pattern.

OPENSOURCE; All Saints ward has the lowest provision of open and green space in the borough. The audit within the councils own 'Parks people and wildlife, a Greenspace Strategy' indicate that there is .07 hectares of greenspace per 1000 population in All Saints. The Cheltenham average is given as 3.1ha/1000. There should be a consideration for the provision of an element of public or private green and open space when developing in this ward. The application makes mention of a 'flatted scheme in the vicinity along Hewlett Road'. The accompanying photograph shows that outdoor space, although small was considered and provided in that scheme.

PARKING AND HIGHWAYS; the flatted scheme mentioned above also provides parking within their site. This provision is absent in the scheme proposed for 83. Irrespective of any comments from highways, there is a problem with parking in Duke Street and surrounding streets. This has been made worse by other parking schemes and car parking charges in the locality. Any scheme of this scale and with the potential to introduce many additional vehicles should only be supported when there is a cohesive parking strategy for the town centre and this locality that will address commuter and long stay parking, trade vehicles and those from neighbouring residents parking areas avoiding payment by using these adjacent unregulated streets. The proposed development will increase the number of vehicle movements along Duke Street. There is two way traffic in Duke Street but the predominant movement is from the Hewlett Road driving to the east; the occasional vehicle travelling in the opposite direction can cause chaos. As with parking, there should be a cohesive strategy developed for vehicle movement within the locality before further development is supported. The street layout could provide for a local system of no entries and/or one way sections that go some way to reduce non-residential vehicle movements.

COMMUNITY; when this building was operating as a public house, it provided an informal as well as formal venue for locals to meet. Although formal events may be catered for to some degree elsewhere, the loss of an informal meeting place is to the detriment of community cohesion and a sense of local identity.

21 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 13th October 2016

Our objection to this development is the same as for the previous application ie PARKING.

This aspect was completely ignored as a reason for planning refusal on that occasion in spite of this being one of the major reasons for the 70 objections. One must conclude that the council cares little for the problems that a lack of parking spaces causes local residents especially in the late evening.

Hopefully when this application is considered Councillors will take note of the residents concerns over where 8 or more cars will park.

We can but hope!

68 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 23rd September 2016

As we are the most densely populated ward of Cheltenham and live in a terraced street with no off road parking, increasing the number of car owning residents by 8 or more would increase the pressure of parking in an already overcrowded area. It can be dangerous pulling into or out of Duke Street at the Hewlett Road end because of cars parked on double yellow's, there simply is not enough legal parking available.

Using the building for business will increase the problems, with business owners, staff and visitors needing parking space too.

Introducing a residents parking scheme doesn't provide any more spaces either just puts money in the council coffers.

**Comments:** 16th November 2016

In the twenty years we have lived in Duke Street, the pressure on parking has steadily increased due to the density of housing in the area and the proximity to local shops. Adding another seven residences to the street with no extra provision for parking will place even greater pressure on residents.

Parking is already used by hospital workers, town centre shoppers and is a much needed facility for our existing local shops, hairdressers etc for short term parking.

The attempt by the council to offer residents parking only some years ago was rejected as it produces no extra parking spots and would cause inconvenience to many Cheltenham residents.

6 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 3rd October 2016

We object for the following reasons:

Noise

The clear lack of respect to the community from the developer. He has not even taken into account his direct adjoining neighbour. There is a living room currently connected to the master bedroom. This historically has not been an issue being 'owner to owner'. However I expect these to be sold off to landlords who will rent these properties out. Having a kitchen/living/dining area connected to my master bedroom is ridiculous and shows the profit is only on his mind.

I currently work in the lettings industry and we have to deal with noise complaints regularly. I would like to nip this in the bud from the start by changing this to a bedroom as it is sensible (maybe even fitted wardrobes on that wall).

Privacy/Light

Adding the third storey will severely affect the sun light to my property. The sun sets at the second storey of the current building so adding a third storey will mean I lose the sun sooner! The people on that floor can easily see across all of the gardens of Duke Street which removes all privacy.

### Parking

Like everyone else who is objecting, the parking is a serious issue for Duke Street/Princes Street/Leighton Road as it all has a knock on effect. In the past 6 months I have parked directly outside my property (not on yellow lines).....5 times? Adding these flats will knock on for everyone and will never be able to park outside their property again. This is due to people working in town parking on the road. I come and go from the area all day and living at number 6 I class a good space being as close as number 26 however I normally end up number 52 or even Leighton Road!

### Overdevelopment

Studios and 1 bedroom apartments add very little to the property market. Tom Price Close covers that perfectly and is only around the corner. The market is in need of 2 bedroom apartments in Sales and lettings, first time buyers needing something bigger or a great investment for someone. A studio does nothing and just causes issues to the community for more parking issues.

### Loss of community space

The retail units add nothing. They are not community space they are just another way the investor can make some money by selling/renting retail units. The Fairview area is not going to turn into the popular 'Bath Road' with 2 more retail units.

In conclusion I feel some issues of the plan have been improved:

- Bin storage
- Bike Storage inside
- Access to the building

Things which have not improved:

- Adjoining wall to my master bedroom
- Light and privacy to the surrounding gardens
- Parking
- Overdevelopment
- Loss of Community Space

Overall the plans have improved and I feel if we keep working on this we can get this resolved. However as it stands the plans are way off being something the community and myself will agree with.

### Comments: 28th November 2016

I can only reiterate what the neighbours and myself have said previously.

As you can see from the drawings my house is already slightly lower yet they want to add another storey which will overlook my garden a privacy. Just keep to the building which is already there and utilize it correctly. I understand it will inevitably be flats but proper space management could have some fantastic 1/2 bed flats. Pokey small studios are not needed. I would love to see the dimensions of flat '2' as it seems extremely small and useless to put in.

Leading on from all of this is a parking issue which some how the 'Highway Officer' deems sufficient. During the middle of the day myself and 2 other cars were continuously circling Duke Street/Princes Street/Leighton Road until slowly but surely (10/20 mins later) we all got parked. It is just obscene no one takes any notice of this.

I contacted the developer directly being an adjoining neighbour however I had no response! I would have liked the living/dining room not against my master bedroom wall. Seeing as it is a 1 bedroom flat I know where they will be cooking and sitting (partying?). This shows a lack of respect to neighbours and the development itself. Luckily I have had Emma Pickering out to help

with that matter as the developer clearly didn't care. However they will not move the living/kitchen/diner but will supposedly sound proof it.

I did say previously ideas were getting better with the retail unit which I still agree on. On the other hand the flats seem to be getting worse!

86 Hewlett Road  
Cheltenham  
Gloucestershire  
GL52 6AR

**Comments:** 1st October 2016

I can only add to other objectors comments in respect of the parking/traffic problems that will be exacerbated by the potential of 16 additional vehicles requiring parking space in an already grossly overloaded area and the inevitable commercial vehicles which will be involved with retail units. As things stand at present there are commercial vehicles parking on double yellow lines whilst making deliveries to existing retail units or causing obstruction to pedestrians by parking on pavements. Local residents find it extremely hard to find parking for their vehicles and frequently require to park some distance away from their property.

The inevitable increase in demand which would be caused by this planning application is unacceptable. Any planning application should incorporate its own parking facility albeit at a cost to the developers if such a requirement reduces the number of apartments that could be incorporated in the same plot. I object most strongly to this selfish and profit motivated application.

72 Hewlett Road  
Cheltenham  
Gloucestershire  
GL52 6AR

**Comments:** 20th November 2016

Parking is a HUGE problem here.

I am a resident in Hewlett Road and in the last year I have found it increasingly hard to find spaces to park and on some occasions have driven round for quite a while looking for somewhere.

In the last 4 months I have been subjected to 2 incidents of verbal abuse from residents in Westdown Gardens because I have parked outside their houses - and do not want to risk having my car scratched by them.

I know I am legally entitled to park there but do I have to be subjected to such abuse.

The point is that parking is a massive problem. The council must consider this seriously with respect to any developments here as it is so densely populated already.

Perhaps the property could provide some parking for the existing residents - that would be something useful and positive for the community!!



22 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 16th September 2016

Parking is awful in the area. We already need permit parking. Adding 8 additional dwellings as well as commercial space will further add to the problem. It is also a concern about the type of resident who may live in the flats. The area is bettering itself and does not need anything to jeopardise this! For these reasons I object strongly!

27 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 22nd September 2016

I strongly object to these proposals. Adding additional flats will worsen the extremely dire parking problems, which have reached a point where action has to be taken to alleviate the unbearable pressure on residents. There is a strong possibility that an additional 16 cars will be introduced by the residents of these premises. The junction at the end of Duke Street has become extremely dangerous and double yellow lines are not adhered to at any point of the day, which poses the question, what impact will this have with the possibility of potentially 16 additional cars. If this situation is to continue, I am tremendously concerned for the safety of pedestrians. My son walks to the local school and I have strong concerns about his safety, particularly if the building work was to go ahead with the introduction of heavy machinery/lorries.

I feel that comments/concerns haven't been given consideration about the use of the building and the loss of a community hub. Fairview has a strong community spirit, one of the main reasons why we moved here to raise our children. I can't help but feel that this development will only erode this further.

36 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 25th November 2016

Whilst we appreciate that the owner is making efforts to appease with amendments to the plans, we still object for the reasons listed at length previously:

The high density nature of the proposed flats in the building are not in keeping with the area.

The fact that parking/traffic issues that are already bad will get worse. Any suggestion that nobody moving into the flats will have cars because there's bike parking is nonsense.

We don't want to see what is a nice old building fall into disrepair and would love to see it put to good use but the new proposal is not suitable.

**Comments:** 5th October 2016

We object on the same basis as many others already have. This is an overdevelopment of the property that is not in keeping with the area. The purpose built complex further up Hewlett road is not comparable as precedent. Its also at practically the other end of Hewlett road so not in the immediate vicinity. Furthermore the strain that 8 extra residences will place on the parking and

road system on Duke Street and the surrounding streets in general is unacceptable when the whole thing is at breaking point as it is.

16 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 17th September 2016

Adding more residents to the immediate area will put greater pressure on the already huge problem of local parking.

Where does the developer and council planning office propose the new residents park? Not Hewlett road as it is not marked for public parking nearby. Duke street and Leighton Road will become the target for even more cars which these roads cannot absorb.

The immediate roads now suffer from town workers/shoppers/ visitors parking in both roads during the day. More residents to the area is not a solution. Better local development that includes accommodating the need for parking must be addressed.

I object to the proposal.

56 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 2nd October 2016

An objection to this application because of the impact on parking for residents of Duke Street and Princes Street.

There is a well-known problem with parking in Duke Street and the surrounding streets, which are now one of the only areas of unrestricted parking near to the town centre, with other between here and the town centre being permit parking and/or metered parking.

Unrestricted parking on Duke Street and Princes Street is now completely full with cars and vans throughout the whole day, evenings, overnight, both weekdays and weekends. This is not just cars/vans belonging to residents and visitors, or people shopping on Hewlett Road or visiting the dentist, but all-day parking by people working or shopping in the town centre, and overnight parking for contractor and delivery vans.

Many people park on the single and double yellow lines at the ends of the street which makes it hazardous for drivers, cyclists & pedestrians.

This parking problem is well known to CBC as these streets formed part of the study on permit parking a few years ago, but the problem has become much worse since the introduction of parking restrictions on nearby streets.

Although this development at 83 Hewlett Road may only bring a few more car owners, any number of additional cars will definitely have an impact, and there can be no guarantee that each flat will not bring 2+ cars. As well as this, during the development of the site, there are bound to be contractors parking and potentially vans and lorries associated with the building work.

I would like to raise particular attention to the statement by the GCC Highways Planning Liaison Officer, who says

"Parking is available in the side streets. Although this parking is limited in peak times..."

I would disagree strongly with the statement that parking is available side streets. Parking is not available for the new flats. People buying or renting the new flats should not be led to believe that they will be able to park easily close to their homes. Parking (in side streets) is extremely limited not only at peak times but throughout the day, evening, night and weekends.

I see that several other commenters also refer to the parking problem as a major concern.

Please would the GCC Highways Planning Liaison Officer and CBC planning officers please consider this impact of this application in the light of this and numerous other comments about parking. If the application is permitted then CBC needs to review how the new parking restrictions surrounding Duke Street are affecting parking for residents and local businesses.

A final point is in reference to application which states that the pub has not being in use for "a number of years". Rather than this vague statement which could suggest the pub has been closed for "several years", it would be good to give the date when it was last open as a pub, which I think was around April 2015.

13 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 3rd October 2016

Whilst I have no objection to the flats in principle, given that it is highly unlikely that the occupants of the flats will not have at least a vehicle per flat. Those 8 additional cars would already stretch access and parking in the area, Duke Street in particular.

I am not satisfied that any robust enough conditions or provisions have been made to either provide parking and or to alleviate traffic in the road.

A suggestion might be that if considering this increase in residences, Duke Street be made one-way with the No Entry end at Hewlett Road.

This would discourage casual parking whilst not prohibiting it and encourage drivers looking for a place to park who are not residents to use Carlton Street and from there parking would disperse across the area rather than be concentrated in Duke Street as it now is. Duke Street is only effectively a single track road when the normal daily parking is in place. Carlton Street is wide enough for vehicles to pass both ways even when cars are parked on both sides.

So my objection is that these extra dwellings/flats would bring an intolerable burden of parking an access to an already problematic area unless adequate additional provisions are made.

2 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 3rd October 2016

We object for the following reasons:

**Overdevelopment**

The proposed reduction from 10 flats to 8 does little to address the concerns of cramped overdevelopment as cited in the decision of the former application. The revised submission, now

inclusive of two ground floor retail units, appears to be denser than the original and therefore remains contrary to policy CP7 of the Cheltenham Borough Local Plan 2006.

#### Loss of local amenity

It is not clear how the proposed provision of ground floor retail units will replace the loss of the pub, which was a valued community facility and kept the area active and vibrant. The balance is the wrong way around and there should be more community space and fewer if any flats. This proposal is contrary to the National Planning Policy Framework, paragraphs 69 and 70, for promoting a healthy community. It further erodes the quality of life for local residents.

Contrary to the applicant's Planning, Design and Access statement, the pub has not been vacant for a number of years - it was shut in 2015 and had been a popular and well-used meeting place.

#### Traffic and parking

The Local Plan 2006 states that the proportion of people travelling to work by car within Gloucestershire rose from 57% in 1981 to 68% in 2001. Fifteen years on, this percentage must certainly be greater, especially in the face of the tough economic climate where many are having to travel further to find work, but not being met by adequate public transport facilities. Despite efforts to promote cycling and bus or train use, owning a car is the norm and it can be expected that eight new residents will expect to bring with them at least eight extra vehicles.

This application does not include a parking contingency for the proposed flats and as there is no provision for them on Hewlett Road, added pressure will be put on side streets, in particular Leighton Road and Duke Street. These very narrow roads are jam-packed throughout the day in a symbiotic relationship between local businesses during working hours and residents in the evenings onwards. Those of us doing shifts and returning at 2pm or 10pm have little to no chance of parking near our homes.

Squeezing a further eight flats and their accompanying - possibly multiple - vehicles into this neighbourhood will compound traffic congestion at all times and put drivers, pedestrians and cyclists at further risk of harm.

Additionally, in the 'key issues' of the Local Development Framework 2008, on-street parking is identified as a problem with a "negative impact on the character of the Fairview area". The 'spatial analysis', 4.2, states that these areas generally have "high levels of on-street parking and consequently appear to be cluttered". In 2016, the cluttered effect is even worse with a number of the artisan-style properties in the area already having been converted into houses of multiple occupation, bringing with them multiple car owners.

#### Conclusion

This proposed development is contrary to a number of planning policies and fails to serve or maintain the character of the Fairview Community. It should not be approved.

#### **Comments:** 20th November 2016

The objections we stated in our previous comment stand as strongly as ever for this revised application, since the proposed reduction of flats to seven still has little impact on the earlier concerns of cramped overdevelopment. The scheme remains contrary to policy CP7 of the Cheltenham Borough Local Plan 2006.

The proposed provision of ground floor retail units does not reassure us that it will be an adequate replacement for the loss of the pub which was, as widely indicated, popular and well-used. We note the suggestion in another comment that A3 retail usage may be applied for. It is difficult to define what this means for the scheme at this stage, but if it amounts to hot drinks and snacks, we are already well-served by Londis and Vitlers. What will be missing is a licensed premises that brings people together socially and provides entertainment. Again, this proposal does not meet the requirements in the National Planning Policy Framework, paragraphs 69 and 70, for promoting a healthy community.

We feel that the absence of a parking contingency cannot be ignored. The revised application still does not address the concerns that further vehicles would add pressure to the side streets - notably Duke Street and Leighton Road - and upset the symbiotic relationship between local businesses and residents, as well as compound the headache faced by shift-workers.

While highways officials may feel that parking is a perk, not a privilege, it is clearly the single biggest concern for this community with regards to this development. Hoping that tenants of these proposed flats will use bicycles or public transport instead of vehicles is an improbable ambition. As previously highlighted, official figures show the numbers of people travelling to work by car within Gloucestershire continue to rise, and owning a car is the norm, even if you can walk to work. Seven flats, generating at least seven extra vehicles vying for a parking space in this already congested neighbourhood will erode the quality of life for local residents and increase the risk of harm to drivers, pedestrians and cyclists.

Converting this building into a house of multiple occupation will continue to add to the cluttered effect of the neighbourhood, such that 'on-street parking' will worsen and continue to have a "negative impact on the character of the Fairview area" as stated in the Local Development Framework 2008.

Conclusion: The revised application should not be approved, as it continues to be contrary to several planning policies and fails to serve or maintain the character of the Fairview Community.

23 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 4th October 2016

I would like to object to the proposed planning application on the grounds of traffic.

I have noted in the application that the developer has made allowance for cycle parking in their proposal, I can only presume that this is to make use of the 'Car Free Developments' section of Planning Services Parking Standards document.

Annex A

A1:

In special circumstances, in some inner urban locations, 'car-free' developments may be considered appropriate - where it can be demonstrated that households will not own a car or will keep it elsewhere.

I cannot see how Fairview, Cheltenham can be designated an 'inner urban area' or how the developer is going to demonstrate non ownership of a vehicle.

With this in mind using the departments own figures (Table 7 Total number of parking spaces per dwelling),

10 1 bed @ 1.25

1 2 bed @ 1.5

Total 14 spaces

Total space required 67.2 metres.

This space would be needed in the non-residential parking streets of the area.

I simply cannot see how this can be justified.

35 All Saints Road  
Cheltenham  
Gloucestershire  
GL52 2EY

**Comments:** 2nd October 2016

!

8 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 16th November 2016

Once again I have strong objections to the proposal as many of my previous concerns noted remain and I see many others continue to echo such sentiments through the comments listed.

At no point has there been consideration in any of the applications of the increased traffic and parking in this area, which is the worst, I have ever seen it in the 11 years I have been a resident on Duke Street, even when the building was operating as a Public House.

Further residential units will only have a detrimental impact on the area. This is emphasised by the use of the single yellow line after the hours of 6 o'clock up to the junction with Hewlett Road, which makes driving into the street very difficult at times as well as dangerous.

The reference made by others about the overdevelopment of the site and contrary to policy CP7 of the Cheltenham Borough Local Plan 2006, the revised plans once again shows little change to support the site not being overdeveloped.

With the Local Development Framework 2008 stating that on-street parking is identified as a problem with a "negative impact on the character of the Fairview area". Additional traffic and parking will be detrimental to the local people of Fairview and lessen their quality of life.

Since the owner of the property has made no attempt to establish the property as public house, which has proven to be a success in the past and in the right ownership could be so once again. It would be a real loss of a community asset and it is very disappointing the developer's plan to provide space for retail units is a mere token gesture. Should these units become unsuccessful then ultimately they will be turned in to residential.

Therefore in conclusion I strongly object to the proposal once again.

**Comments:** 4th October 2016

NONE GIVEN

**Comments:** 4th October 2016

The revised proposal reducing the number of flats from 11 flats to 8 is still an over development of the premises, and was referred to in the previous application. I understand the owner is looking to maximise his financial return but squeezing the amount of flats / or studio apartments is not what the property or area requires.

In addition, the third storey proposed will have an impact on the privacy of the neighbouring properties, one of which is mine, and additionally it will also have impact on the sunlight into the neighbouring gardens.

Parking remains an issue in this area especially in Duke Street and Leighton Road. The personal letter received from the owner stating, "These flats are almost all for single person occupancy, for which car ownership is low", is unsubstantiated and given the latest nation trend - car ownership is continuing to grow in the UK with latest figures reporting 25.8 million (department of transport 2015). This application does have any contingency for parking and will add pressure to the already problematic area.

Many others have already highlighted this but comments from No 2 Leighton Road and local development framework remain as poignant as ever in this application.

In conclusion, I strongly object to the proposal.

58 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 19th September 2016

My husband and I object to flats being built within this property as the parking issue has not been resolved. Every day, we struggle to park in our streets due to local businesses parking/loading/unloading their vehicles, not only in Duke Street but on the pavement outside 83 Hewlett Road - as well as town workers and shoppers using Duke Street and the surrounding streets as a free car park. How does the council propose to accommodate upwards of 16 new vehicles parking in Duke Street and/or the surrounding streets?

Duke Street can be a very dangerous street to pull out of into Hewlett Rd and indeed in to from Hewlett Rd, due to vehicles parking on the yellow lines right up to the end of the street and on the pavement outside 83 Hewlett Road. Making the street one way (as has been done with Leighton Road) would stop head to head conflicts. However, parking would still be a nightmare. We have lived in Duke Street for 12 years and parking is getting worse and worse. Parking permits would not help as there simply aren't enough parking spaces for the amount of residents in the area - adding more residents without tackling the parking issue would be extremely irresponsible.

29 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 1st October 2016

The proposed reduction from 11 to 8 flats does little to change our opinion that this property is unsuitable for such a development.

We raise objection in respect of the impact on the community by the loss of this pub which has performed this function for over 150 years. This pub is geographically distinct from the concentration of town centre pubs and the unique community spirit provided by this building as a pub is one of the reasons we sought to live in Fairview.

We maintain our objection to the addition of a second floor, which will overshadow the entrance to Duke Street and have negative impact on the quality and availability of light in the surrounding properties.

We also object in respect of parking. Parking is a known issue in the area. Bike parking does not discourage or prevent flat owners from owning a vehicle. Any new resident who is able to purchase a flat may require a vehicle for work.

38 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BP

**Comments:** 21st September 2016

I strongly object to the proposal of flats being built here as the parking has reached saturation point in Duke Street and surrounding roads. Residents have now taken to putting cones out to secure their spaces making hard for the rest of us. Adding another potential 16 cars to this problem is completely absurd and should not even be considered. People are also taking to parking on the double yellow lines at the ends of the street as they can find nowhere else to park - this makes it impossible to see when pulling out of Duke street and thus very dangerous. Someone will be seriously hurt around this area if something is not done about the parking. All the residents want is to be able to park in the street where they live. This development should not pass planning!

39 Duke Street  
Cheltenham  
Gloucestershire  
GL52 6BS

**Comments:** 21st November 2016

I wish to reiterate my objection to this application based solely on the severe parking problems in this area. With the potential of up to at least 7 more cars vying for spaces in the surrounding streets, I feel this will make an area which most of the time is full to capacity much worse. Many times I have had to drive around for up to 10 minutes to find a space that isn't half a mile away or more. It is so difficult for parents with young children and it will only get worse. The situation has been exacerbated by the fact that we are now supposedly unable to park in Victoria Place due to it being a "private" road although I am not sure of the legality of this..

141 Hewlett Road  
Cheltenham  
Gloucestershire  
GL52 6TS

**Comments:** 18th November 2016

Letter attached.

3 St Anne's Terrace  
Cheltenham  
Gloucestershire  
GL52 6AP

**Comments:** 20th November 2016

As an individual that is affected by the proposed (and amended) alterations and extensions that are being put forward by the developer, I would like to strongly object on the following grounds:

1. Parking and traffic - it is concerning the comments that have been made with regards to parking and traffic (that parking is not a right, not a problem in the area etc). It is quite clear that



the individual making these statements has no direct knowledge of the area and its parking issues, nor have they bothered to inform themselves. There are CONSTANT issues with parking in this area and this development willacerbate an already difficult situation.

2. Loss of local amenity - the community does not require further retail units - we do, however, require a communal gathering area where we can continue to get to know our neighbours and develop our community spirit.

I feel that this proposed development will not have a positive impact on our community but rather the opposite effect. We should be preserving and making our area more of a cohesive community. As such, this proposed development should be rejected.

21 Leighton Road  
Cheltenham  
Gloucestershire  
GL52 6BD

**Comments:** 17th November 2016

As we, and almost everyone else has stated, parking is one of the main reasons for objecting to this development.

In this latest revision the number of potential cars, vans etc has been slightly reduced to a possible 14 or so. Not much change there then!!

Unless off street parking is included in this proposal, as I believe was required in the past, this development will cause great problems and aggravation to all residents in the area.

Why is the planning committee blind to these problems?

Kelsey  
St Anne's Road  
Cheltenham  
Gloucestershire  
GL52 2ST

**Comments:** 4th October 2016

I would firstly like to re-iterate and amplify all that was said in the objection from AJ Architects Ltd.

As many objectors here I believe that this application has not reflected community or the authority's concerns relating to density of development and loss of community space.

Two physically separate retail units was not the community space requested by the community at a good size community meeting which the developer's representative, Steve Jordan and Alex Chalk attended in July. At that meeting the community asked that the whole of the existing pub space be made available whilst accepting the loss of the previous function room to residential development. Since that meeting various community members (including myself) have been working closely with the FCA and local businesses to explore usage and business plan options for the pub space.

Retention of the pub space for community use is entirely in line with National Planning Policy Framework section 8 "Promoting Healthy Communities" and in particular sections 69-71.

No meeting has occurred between the FCA and the developer since the community meeting or the submission of this application so it has not been possible to have substantive discussions about options for the community space and the community's reaction to this latest proposal.

A request for such a meeting prior to submission of this planning application was sent to the developer on the 19th of August and concerns regarding the current proposal were raised on 21st August for discussion but no meeting has occurred.

Despite this the application's covering letter states that "These revised proposals, which now include two ground floor commercial units, are supported by the FCA as dialogue continues". In addition the developer has written to all previous objectors stating that after "regular meetings" with the FCA their designs now include "suitable space to serve the local community".

Given the lack of detailed dialogue with the community it is unclear how these statements can be fully accurate or comply with section 71, section 8 of the National Planning Policy Framework which directs that issues are identified and resolved with local communities before applications are submitted.

I therefore suggest that the application is premature.

**Comments:** 18th November 2016

Thank you for your letter of 15th November.

I have lived in St Anne's Road since 1989. In July the Fairview Community Association carried out research amongst community members about usage they would like to see in number 83. That research culminated in a community meeting which the developer's project manager attended and at which I presented feedback from local business and residents. I was then asked by the FCA to set up a steering group to review options for use of the space, to talk to local businesses and residents and identify resultant needs in terms of layout etc.

Two weeks ago I was able to meet and discuss our conclusions with the developer and his project manager. My understanding is that these new plans are the result of that conversation. To the extent that they relate to the space that would eventually be allocated for community use (currently marked retail) the plans have the steering group's and the FCA's support.

In terms of the A1 retail designation; the proposed community use will combine various functions, but we are at early stages in mapping this out and securing funding so will need to work closely with the developer to work out options based on this layout. At some point therefore we anticipate that we will need either to make a further application or go through the prior approval process on various matters to change the use to for example A3. However we would not want the current application delayed for this reason as we cannot reasonably expect the developer to discuss detailed layouts, utilities, servicing and fit-out options with us until he has overall planning.

# Aj Architects Ltd.

11, PRINCES STREET, CHELTENHAM, GLOS, GL52 6BE.

Tel (01242) 581101.

Mobile (07813) 941017

e-mail [ajarchitects@blueyonder.co.uk](mailto:ajarchitects@blueyonder.co.uk)

Cheltenham Borough Council  
Directorate of Environmental Services  
Municipal Offices  
Promenade  
Cheltenham  
Glos GL50 1PP

Ref: AJ/FA

26th September 2016

**Re: 83 Hewlett Road, Cheltenham, Glos**  
**App. no. 16/01577/FUL**

Following the refusal of the previous submission earlier this year: 15/02269/FUL, the owner of this property has submitted this current application.

Please note from this previous application the attached Planning Application Support letter has been duplicated and not revised.

Paragraph 1.4 lists the proposed accommodation to be for 10 flats. Whilst this application clearly states, and the drawings attached describe it as for 8 additional flats and ground floor units.'

This document is therefore not valid and should be dismissed by the council so the owner is able to revised and update it.

The grounds for the refusal of this previous application were:

1. The proposed development of the site for a total of 10 flats represents a cramped overdevelopment of the site. The density for the residential use would result in a development which fails to respect the character of the locality. As such the proposal is contrary to policy CP7 of the Cheltenham Borough Local Plan adopted 2006.

2. The proposals results in the loss of a public house and associated function room which is a valued local community facility. Its loss would therefore be detrimental to the quality of the life of local residents and to the sustainability of the Fairview Community. As such the proposal is country to Policy RC1 of the Cheltenham Borough Local Plan adopted 2006 and paragraph 70 of the National Planning Policy Framework.

We would assume this latest application would have addressed these two stated reasons for refusal to make this a valid submission.

‘Cramped overdevelopment of the site.’ We would assume this would have resulted in an application for a smaller scale development with less units. However this application has enlarged the redevelopment volume by extending the second storey development to be able to accommodate 9 flats as well as the addition of two commercial units to the ground floor.

Perhaps the addition of a second storey on the plot line to the front of Hewlett road could be considered but the suggested development now tapering down Duke Street is ill considered and would be detrimental to the street scene. Refer to Cllr Steve Jordans and the comments of the Heritage and Conservation team as attached to the Planning Application Support letter where this was muted previous to the refused application earlier this year.

Duke street consists of two storey artisan style housing. The development of the public house on the end facing the commercial street, Hewlett Road, forms a ‘node’ and as such was originally well planned. The original building plot lines need to be considered and we feel retained.

The density suggested in this current proposal is an increase on the previous submission and is therefore contrary to policy CP7 of the Cheltenham Borough Local Plan adopted 2006.

To the ground floor the present proposal forms two commercial units. To enable the formation of these units the previously suggested vertical bike store has been reduced in size considerably. i.e. more than would appear necessary for the reduction of dwellings by one flat.

This application we feel does not address the second reason for refusal: the loss of the public house and associated function room. The suggestion of two retail units is welcome but the overall development is denser than the previous application and will still not serve the local Fairview Community. The design of these two commercial units means they could very easily be converted to two additional flats now or in the future.

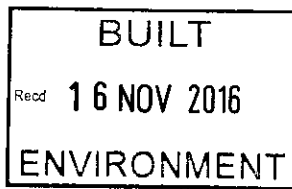
If the owner of this property does succeed in the redevelopment of this site the council must ensure the Use Classes Order is maintained so the two retail units remain Class A3 or A4 and cannot be converted to Class C3.

In our view the division of the ground floor commercial unit into smaller units may well be welcome but the number of flats over should be limited to face Hewlett Road only. The inclusion/ retention of the existing function room would be very much appreciated by the Fairview Community.

Contrary to the applications and Highways thinking this area is at saturation point with parking so any increase will be detrimental to the quality of living in this area.

## **Conclusion**

This application is denser than the previously refused submission so should not even be being considered by Cheltenham Borough Council. It is completely contrary to Policy RC1 of the Cheltenham Borough Local Plan adopted 2006 and paragraph 70 of the National Planning Policy Framework.



'Stonyhurst'  
141 Hewlett Rd.  
Cheltenham  
GL 52 6TS.  
16<sup>th</sup> Nov.

Tel [REDACTED]  
email. [REDACTED]

Dear Sirs/ Madam,

83 Hewlett Rd. (Sx Pub).

Thank you for how letter dated 15<sup>th</sup> Nov, received this morning.

I have written to you before objecting to the planned development of this building.

I cannot believe the amount of flats is 7. The parking situation is still non-existent, and we at the Fairview Residents Association have been told by the developer that he would let us have most of the ground floor for community use. I see from the current proposal that he has applied for an L shaped retail unit.

If the locals had known about this at the Community fireworks on the 4<sup>th</sup> of Nov

They would have been up in arms  
as we get feed back.

we have no public house or  
meeting place in Hewlett Rd any  
more and we have a great  
community spirit.

Yours faithfully

