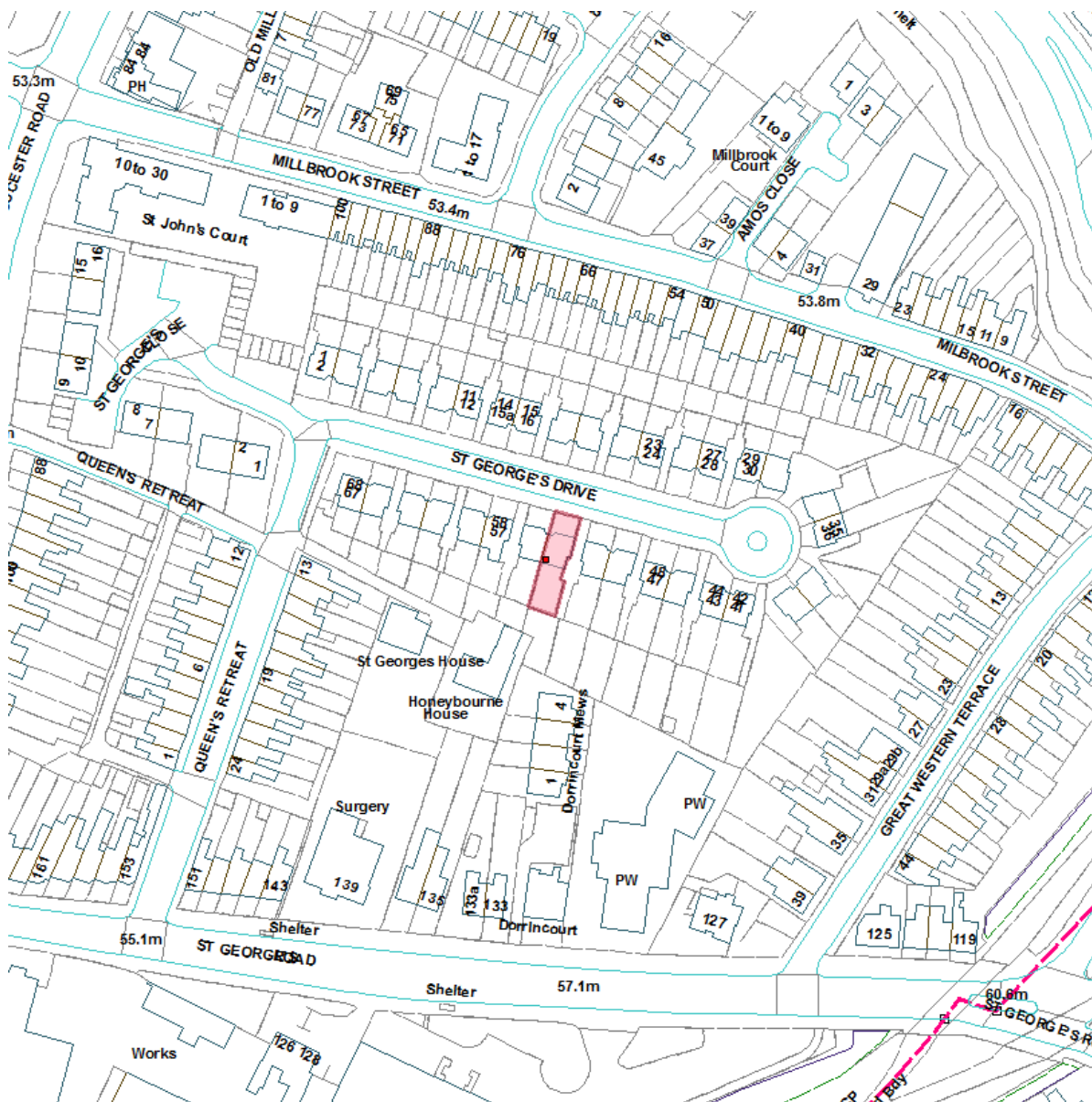


APPLICATION NO: 16/01994/FUL		OFFICER: Mr Ben Hawkes
DATE REGISTERED: 8th November 2016		DATE OF EXPIRY: 3rd January 2017
WARD: St Peters		PARISH:
APPLICANT:	Mrs Carol Gilbert	
AGENT:		
LOCATION:	53 St Georges Drive, Cheltenham	
PROPOSAL:	Drop kerb to provide access with gravel hardstanding	

RECOMMENDATION: Permit



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1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site relates to a ground floor maisonette, located on St George's Drive, a residential street accessed via Queens Retreat.
- 1.2 The applicant is seeking planning permission for a dropped kerb and gravel hardstanding to provide 2 off-street parking spaces.
- 1.3 The application has been called to Committee at the request of Councillor Willingham, due to the level of public interest regarding this application and its potential impact.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Honeybourne Line
Residents Associations
Smoke Control Order

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
CP 3 Sustainable environment
CP 4 Safe and sustainable living
CP 7 Design
TP 1 Development and highway safety

Supplementary Planning Guidance/Documents

Residential Alterations and Extensions (2008)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Parking Services

16th December 2016

As part of the current Cheltenham West Parking Review (Westend, Railway and Lansdown areas) to be implemented next year, St Georges Drive residents were consulted over the proposal to introduce a permit holders only scheme into the street. This was rejected locally and the current situation to retain unrestricted parking accepted by GCC (despite residents being reminded about displacement parking from other restricted areas). Households in St Georges Drive will be eligible to buy parking permits for the zone in general - effectively if parking is not available in St Georges Drive, those with a valid permit can park elsewhere in the entire Westend zone (where restrictions allow).

Demand for parking in the Westend area is high, with the Highway network unable to cope with that demand - this is why the review has taken place. To that end, parking places need to be managed very carefully, and it is our view that the provision of additional vehicular accesses for maisonette properties in St Georges Drive will further exacerbate current

parking pressure, further restrict the availability of on-street parking, and impact on the wider area as demand increases.

GCC Highways Planning Liaison Officer

16th January 2017

No information has been supplied with regards to the layout of the proposed access, therefore the applicant will have to supply information and annotated plans to demonstrate sufficient space to park a large saloon car,

In accordance with MfGs the required dimensions of a single driveway will be 5.5m long (length) and 3.2m in width to prevent vehicles over hanging the highway and to allow for vehicle door width. If the access to a single dwelling crosses a footway or footpath then the minimum levels of pedestrian to driver visibility must be provided and kept clear from obstruction, with no planting within these areas.

The council requires that a private access is surfaced in a bound material over at least the first 5 metres adjacent to the public highway to minimise the risk of loose material being carried onto the highway.

I note the objection comments on Cheltenham Borough Council website; however a safe and suitable access can be achieved in accordance with the NPPF paragraph 35.

5. PUBLICITY AND REPRESENTATIONS

Number of letters sent	11
Total comments received	14
Number of objections	14
Number of supporting	0
General comment	0

5.1 11 letters were sent to neighbouring properties, 14 letters of objection have been received. The main concerns are:

- Reduction in on street parking spaces
- Off street parking being limited to ground floor maisonette occupiers only
- Visual impact
- Increased parking pressures on surrounding areas

6. OFFICER COMMENTS

6.1 Determining Issues

6.2 The main considerations of this application are highway safety implications and any visual impact on the surroundings.

6.3 The site and its context

6.4 The application site is located on a one way residential street accessed via Queens Retreat from St George's Road. St Georges Drive is made up of 17 blocks; each block contains 4 separate maisonettes, creating a total number of 68 units in the street.

6.5 The application site relates to a ground floor maisonette located half way up St Georges Drive.

6.6 Access and highway issues

6.7 Access and parking issues are the main concerns raised by local residents. The objectors consider that the proposal to introduce a dropped kerb and off street parking will have an unacceptable impact on parking pressures for other residents within the street and surrounding areas. The impact is considered to be further emphasised by the proposed permit holder parking schemes that have been or will be implemented in the surrounding areas.

6.8 The highways authority would not normally be consulted on an application of this nature as their standing advice would be applicable. However, given the level of local concern, the highways authority has been consulted and the application has also been further discussed with them in light of the potential implications.

6.9 Paragraph 32 of the NPPF requires plans and decisions to take account of whether safe and suitable access to the site can be achieved for all people. Local Plan Policy TP1 states 'Development will not be permitted where it would endanger highway safety, directly or indirectly by creating a new access or generating high turnover on-street parking'. The highways authority has noted the concerns raised by residents but do not consider that the proposal would result in any highway safety implications and would meet the requirements of paragraph 32 of the NPPF and local plan policy TP1.

6.10 In addition to the highways authority, the Council's own parking services team were consulted on this application. They consider that the provision of additional vehicular accesses for properties in St Georges Drive will further exacerbate the current parking pressures and will further restrict any available on street parking.

6.11 Whilst it could be argued that the provision of off street parking will mitigate the loss of available on street parking spaces, due to the characteristics of the road and the specific land ownership issues whereby the ground floor maisonettes own the land to the front of the buildings, any off street spaces are only likely to be available for use by ground floor maisonettes.

6.12 Whilst officers gave some empathy with the owners of the first floor maisonettes, it is the type of property and the land ownership associated with it that ultimately prevents the provision of off street parking for all residents in the street. In light of policy context which prioritises highway safety over convenience, members are advised that the council cannot reasonably refuse residents from providing off street parking unless there is a valid highway safety reason. The comments provided by the parking services team have been noted but following further discussions with the highways authority, as there is no objection regarding highway safety there is no valid reason to reasonably withhold planning permission on these grounds.

6.13 Visual impact

6.14 The proposal for a dropped kerb and off road parking will require an alteration to the front garden area associated with the property. The proposal will require the removal of a small grassed area and the laying of a gravel hardstanding.

6.15 Whilst the changes to the front garden area are unfortunate in terms of a loss of landscaping, the laying of gravel itself would not require any form of planning permission. The proposal is therefore considered to be acceptable in terms of visual impact.

6.16 Other considerations

- 6.17** Had the application site not been a maisonette, it is likely that the proposed dropped kerb and hardstanding could have been carried out without the need for planning permission. If that had been the case, an application for a certificate of lawful proposed development could be made and this process does not account for impact on parking pressures or visual amenities.

7. CONCLUSION AND RECOMMENDATION

- 7.1** With the above in mind, officers do not consider that the proposal will result in any highway safety implications or any unacceptable impact on visual amenities and therefore the recommendation is that planning permission be granted.

8. CONDITIONS / INFORMATIVES

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.
Reason: For the avoidance of doubt and in the interests of proper planning.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, having had regard to all material considerations, the application constitutes sustainable development and has therefore been approved in a timely manner.