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| <b>APPLICATION NO: 18/01973/FUL</b>      |   | <b>OFFICER: Miss Michelle Payne</b>      |  |
| <b>DATE REGISTERED:</b> 2nd October 2018 |   | <b>DATE OF EXPIRY :</b> 1st January 2019 |  |
| <b>WARD:</b> St Pauls                    |   | <b>PARISH:</b>                           |  |
| <b>APPLICANT:</b>                        | Marcus Homes  |  |  |
| <b>LOCATION:</b>                         | Dowty House Residential Home, St Margaret's Road, Cheltenham  |  |  |
| <b>PROPOSAL:</b>                         | Conversion and extension of building to create 28no. apartments (5no. one bed and 23no. two bed) following demolition of existing rear extensions |  |  |

## REPRESENTATIONS

|                           |           |
|---------------------------|-----------|
| Number of contributors    | <b>22</b> |
| Number of objections      | <b>22</b> |
| Number of representations | <b>0</b>  |
| Number of supporting      | <b>0</b>  |

14 Monson Avenue  
Cheltenham  
Gloucestershire  
GL50 4EN

**Comments:** 23rd October 2018

I wish to object to the planning application 18/01973/FUL. I consider it to be unnecessary over development of the site. I object for a number of reasons:

1. Only eight parking spaces are provided for the 28 apartments this will put unacceptable pressure on the existing residents parking facilities in Monson Avenue and Clarence Square.
2. The three and four storey height of the buildings will effect the quality of light to the neighbours on the northern side, Monson Avenue and Northfield Passage.
3. 28 apartments so close to the north end of the site will result in additional noise and disturbance to the neighbours.
4. the height of the building on the northern end of the site will result in a reduction of privacy to the neighbouring properties.
5. the planting of a tree in the northern corner will effect light and sunshine for the properties adjacent to the development.

Finally I do not object in principle to Dowty House being developed for residential use but consider the proposal an over development of the site particularly on the northern end which will impact negatively on the neighbouring properties for the reasons given above.

15 Monson Avenue  
Cheltenham  
Gloucestershire  
GL50 4EN

**Comments:** 26th October 2018

I am very concerned about the proposed development of Dowty House and wish to object in the strongest possible terms. The height of the proposed buildings on the Northern end of the site will reduce the light to the neighbouring properties and gardens. The height and size of the buildings will also have a negative visual impact and reduce privacy for residents in Monson Avenue and Northfield passage.

The plans include building on the existing carpark in the North-East corner, this will not only reduce the level of light to neighbouring properties but limit parking facilities on the site. The neighbours will also have to deal with an increase in noise and loss of privacy. The plan includes the planting of a tree in the North-East corner this is completely inappropriate as this too will reduce light and visibility for the neighbouring properties.

The proposal only allows for 8 parking spaces for 28 apartments. Whether the development is in resident Z10 or Z11 the result will be that the new occupants and visitors to the site will be forced onto neighbouring roads where parking is already extremely difficult. The scheme needs to allow enough parking for the number of apartments plus any visitors, 8 spaces is wholly inadequate.

Whilst I am in favour of the site being developed for residential use, I believe the over development and lack of parking make this proposal unsuitable and it will have a negative impact on the area, particularly the existing residents.

16 Monson Avenue  
Cheltenham  
Gloucestershire  
GL50 4EN

**Comments:** 23rd October 2018

Our concerns:

**Parking**

The development only has 8 parking spaces (the property currently has at least 12). It references in support two other planning applications. For both of these there was no original parking capacity, whereas the developer intends to reduce the parking spaces available. Plus Dowty House is in a residential area where resident parking is already stretched.

It is unrealistic to expect the other (20) owners to be happy to "choose to live without a car" as stated in the Parking report, when car ownership (and usage) in the UK is going up. Also how is it possible to know this? If all new owners without a parking space apply for resident permits - 2 permitted per property - this will be an increase in 40 cars. Where will they park? Even if owners don't use their car(s) they still need somewhere to park them!

Monson Avenue is a residential street, with terraced housing on both sides. There is on-street parking on one (East) side of the street only, for approx. 10 cars. This is already under pressure with insufficient parking for the current households, some of whom need easy access due to disabilities and wheelchair use, or school age children. Also, other residents in the Parking Permit zone use the parking on Monson Avenue for easy access - and free parking - to the town centre. Monson Avenue and the surrounding area, as shown by the Parking Report, would not be able accommodate more cars.

As the current parking spaces at Dowty House (at least 12) have not caused any access issues, the development should be at least able to provide this number. This would be easily achieved by losing the 2 apartments in the NE corner of the site.

Further the main provision for cycles (only shown on 1 plan, the "Proposed Ground Floor Plan") appears to be in the garden of 1 or 2 flats, with restricted access to it. Again, redesign and increase of the parking area would allow better placement and access to cycle parking.

## Design & Density

Dowty House is a landmark property and heritage asset in Cheltenham, of unique architecture and build and with "Local Interest" status. The roofline of the new development is just slightly lower than that of the existing building. The dense development of up to 3 storeys will detract from the original building and crowd out the bell tower, which is its key architectural feature. The height of the proposed development is also out of keeping with the houses on Monson Avenue, which are one storey lower than the proposed redevelopment. The application references "colour" on the facades, which sounds terrible! Such modern design would also be detrimental to the beautiful windows on the existing West façade of Dowty House. The apartments in the NE corner of the site are close to the houses on Monson Avenue and Northfield Terrace, and will impact the light and sun currently enjoyed by those properties.

The planning makes references to the approved planning for North Place to justify the development having 3 storeys. The North Place project may or may not go ahead and does not exist for now. It would be more relevant to refer to actual, existing buildings of Monson Avenue and to consider the impact of such a dense development on an existing residential street.

## Tree in NE corner

The tree report suggests the planting of a redwood in the NE corner. We ask that no tree of any height or volume is planted here as it is directly in the line of sight of the Monson Avenue gardens and would cast shade over them at certain times of the year as well as depositing deciduous tree waste on Northfield Passage, a pedestrian alleyway. Assuming North Place car park will be redeveloped at some point, the tree will not become a "worthwhile skyline feature" as suggested. A tree here would also impede access to the redevelopment's main cycle provision?

## Other comments

The planning application only has a 3D image for the West facade so it is not possible to fully understand the impact of the development. It also does not detail the beautiful glass windows on the West side of Dowty House - and so does not show how the suggested design is out of keeping with them.

The Proposed Elevation of the West facade does not show the full extent of the development into the current parking area, and therefore it does not show how close the apartments in the NE corner will be to terrace of Monson Avenue.

As noted above provision for cycles is only shown on 1 plan, the "Proposed Ground Floor Plan". The developer does not seem to have made adequate provision for cycle storage.

13 St Pauls Parade  
Cheltenham  
Gloucestershire  
GL50 4ET

## **Comments:** 26th October 2018

I support the provision of more housing, particularly affordable housing. Nonetheless I object to these plans as they stand.

## Parking

It is unclear whether these plans provide for 6 or 8 parking spaces for the 28 flats - in either case it is insufficient. Previously when it was a nursing home, there were 12 spaces for staff and visitors. They were also entitled to 2 business parking permits. Now with far more residents they have reduced the parking provision.

Due to an anomaly Dowty House is in Parking Zone 11 (St Paul's) rather than the adjacent Parking Zone 10 (Pittville which includes Monson Avenue and Clarence Square). Zone 11 is already oversubscribed in that there are more parking permits issued than on street spaces

available. A permit is no more than a licence to hunt to a parking space in the zone, and already St Paul's residents are having to drive round to find a space and are often not able to park near their home.

Adding a potential net increase of 54 permits (2 per flat) to this situation, will make it yet harder for Zone 11 residents, including any new Dowty House residents to find a parking space. Dowty House residents will also have to park several streets from their home, the nearest spaces being in Wellesley Road or Dunalley Street.

The parking survey carried out by the developer's transport consultants is flawed on at least 2 counts.

- (1) They carried out the survey on neighbouring streets. It is not clear if they limited the survey to ones on which Dowty House residents would be permitted to park with a Zone 11 permit.
- (2) The survey was carried out before the University term started. St Paul's has a large student population, many of whom bring cars to university with them. Combined with short term parking for University staff and visitors, this means there is a very high demand for parking spaces available in Zone 11 during term time.

The parking permit scheme in St Paul's was introduced at least in part in response to resident demand due to the difficulty they had in being able to park. These pressures were highest at the eastern (Clarence Square) end of the zone. It has improved the situation, but if a potential 50+ permits are added to the mix, St Paul's residents may find them selves worse off than they were before, having paid for permits but still struggling to park.

St Paul's residents share the same amenities as the Dowty House site, proximity to the town centre shopping and leisure facilities and public transport links. But like any potential residents of these flats, many of them still need to run cars or vans, for work, for commuting, and for longer journeys or journeys late at night or early in the mornings which are not well served by public transport.

#### Other issues

Many local residents now receive frequent deliveries (e.g. supermarket shopping, furniture). There doesn't seem to be adequate provision in the design for delivery vehicles to come on site. Waste storage provision seems inadequate, especially given fortnightly collections and increased demand for separate bins to sort recycling.

The cycle provision is in an inconvenient location, so is not likely to encourage residents to cycle or store their bikes there.

Dowty House is in a very prominent location and is a locally listed building. The scale and bulk of this proposed extension dwarf the original building and do not add anything aesthetically. Just because it has a multi storey car park opposite and the back end of the Brewery development, does not mean it should emulate the design of either. The previous extension had no architectural merit, but being single storey, it was discreet and didn't detract from the appearance of Dowty House itself.

During the development, please can CBC/ Highways ensure that no pavements or roads are obstructed. It is not easy for pedestrians to cross back and forth across the ring road to make a detour if the pavement is closed. Similarly, if the pavement on Monson Avenue is closed, pedestrians will be forced to cross both the entrance and exit to the NCP multi storey car park opposite. Many local residents walk into town from here, and it would be a shame to deter them from doing so, especially as the many recent changes in the town centre aim to promote walking and sustainable travel.

Any incursion into the ring road is likely to obstruct traffic on a very busy and congested route across the town.

Due to the prominence of the site, this is an excellent opportunity for the council to request attractive hoardings (as I believe is recommended by the Constructors' Code of Considerate Practice).

15 Monson Avenue  
Cheltenham  
Gloucestershire  
GL50 4EN

**Comments:** 26th October 2018

I wish to object to the above planning proposal. The height of the new extension will effect the light in the gardens on Monson Avenue. The plans are a complete over development of this site. I'm concerned that 28 flats could generate 50 plus cars and with only 8 parking spaces provided on the site this will have a negative impact on the surrounding streets. The entrance and exit to the site is directly opposite a very busy public car park which already causes severe congestion on Monson Avenue. The new extension will have a negative visual impact from the gardens of Monson Avenue.

42 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

The development of Dowty house should have taken into consideration parking requirements from its future residents and used the available space accordingly, i.e. with at least one parking space per apartment.

Dowty House is considered to be a 'town centre residential development': the site is in fact on the north side of St. Margaret's Road and is sited within a residential area, unlike the south side which is considered as 'inner town'. Town centre developments without parking permission do not necessarily reflect the reality of the situation post completion - we, the existing residents, are the ones who have to deal with the unnecessary negative result.

Linnet  
Wellesley Road  
Cheltenham  
Gloucestershire  
GL50 4LD

**Comments:** 26th October 2018

28 units and 8 parking spaces on this particular site is ridiculous. If 2 people are registered at each of the properties then it's 56 extra residents parking permits. 28 or 14 would be bad enough. All side roads nearby have residents parking or double yellow lines and are already jam packed at night.

I note that for anomalous historical reasons the parking would be in Zone 11. Whether it's Zone 10 or 11 the same principles apply.

As regards Zone 11 the nearest side road is my road some 200 yards away. In daytime the road towards St Paul's Road is ok even if getting in and out of the road at peak times is difficult. At

nighttime it is completely full as lots of people in St Paul's road where they have double yellow lines on both sides of the road park there. The situation will become worse when the 4 houses with planning permission at the St Pauls Road end of our road are built. ....another 1,2,3, 7, 14, 28,...56 (?) extra residents parking from Dowty House is insane.

Whether it's Zone 10 or Zone 11 parking for residents in these units a LOT more parking spaces have to be provided. The roads near Dowty House are restricted by double yellow lines, parking difficulties , and many of the roads have no pavement but do have potholes (like Wellesley Road at my end) or ,if they have pavements , are pavements in poor repair . The persons with the new residents parking permits would have a long and dangerous walk to their cars.

42 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

The redevelopment of Dowty House at the junction of St. Margaret's Road/Monson Avenue gives cause for concern to me and my family, residents of nearby Clarence Square.

The proposed new building comprises 28 units (double and single bedroom flats). Parking provision has been made within the development for 8 car parking spaces. If there are two people registered at each of these properties, this is potentially  $28 \times 2 = 56$  Residents' Parking permits which can be issued, + 50 visitors' spaces per year per unit. The theory is that the limit on available parking within Dowty House will encourage people to reduce their reliance on cars: this has had little effect on the level of student car parking in neighbouring Zone 10, which increases significantly during term time.

The additional pressure on the Zone 10 parking means that the residents of Clarence Square will need to park yet again further from their properties, especially in the evenings. There will obviously be some degree of inconvenience if one has to park at a further distance, which may not be on a Residents' bay. However, there is a security element involved, especially coming home late at night. We also have some of the worst pavement levels in Cheltenham - major trip hazards, especially in areas of bad lighting.

It was once standard practice for developers to be obliged to provide adequate parking facilities in new developments - this is clearly not the case here, and if the Dowty House proposal goes forward unchallenged, we will all be faced with far more difficult local parking.

26 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

Letter attached.

36 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

I would like to register my strong objection to planning application 18/01973/FUL - Dowty House with regard to the proposed new development build of 28 flats, (25 of these being 2 bed) with inadequate parking spaces for only 8 cars.

The proposed scheme is extremely poorly thought out, the appearance is completely out of tune with the surroundings and the provision of car parking spaces wholly inadequate. The knock on effect of inadequate provision of car parking for both residents of and visitors to the development will reduce even further the ability for residents of Clarence Square and the immediate area (St. Paul's) to find parking spaces. The potential of each unit having the option of taking up two Residents' Parking bays ( plus their visitor day permit entitlement) will result in a considerable ripple effect through both Clarence and Wellington Square and the surrounding St.Paul's area.

Although housing is a priority in Cheltenham and this site is appropriate for a well thought out planning scheme, this proposal is not fit for purpose. The developer should be encouraged to review and produce an alternative which better fits the locale's needs, and in particular meets realistic parking requirements. The urban myth that lack of parking provision reduces car numbers is exactly that.

The photographs which supposedly illustrate the access to the development from Monson Avenue are the equivalent of an hotel chain placing well lit, wide angled views of their best rooms. What you see is not what you will get. The increase in traffic (see also comment from the Waste Removal Contractors) will exacerbate the increasing traffic levels created by the closure of Boots corner.

Yet again, CBC chose to ignore the interests of existing residents and Council Tax payers in favour of a developer's proposals.

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Yet again, CBC chose to ignore the interests of existing residents and Council Tax payers in favour of a developer's proposals.

21 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 25th October 2018

The proposed density of this development, 28 flats, (3 single, 25 double) gives cause for concern.

The report states that:-

There will be a reduction in vehicular access from previous use  
There are no highway safety issues arising  
There is no concern arising from vehicular data

All of this is not true. Those who live in the locality know this is nonsense and yet we would like to see the building used imaginatively which some of the planning application does.

It comes at a time when the closure of Boots corner is a huge issue for traffic in this very locality AND when the outcome for the neighbouring Old Black and White site is unknown.

What we DO know is that the entry to the NCP car park is a current disaster and it is exactly opposite the entrance and exit to this proposed development. At present drivers enter the car park from both directions in Monson Ave and exit likewise to avoid the congestion. The KEEP CLEAR road surface sign is ignored.

Before Boots Corner closure this was serious enough. Now with the closure, St Georges Street has become the only south to north route through the town focussing all the traffic to this very locality. No data is available as yet and therefore not included in this proposal.

In addition this proposal takes no account of how much traffic will follow 28 flats...taxi, ancillary workers, builders, refuse and visitors. Where indeed is the access going to be during the rebuild, without affecting traffic flow in Monson Ave?

It is worth noting that the parking beat survey, conducted early Sept. was done at a time when the university term was not operating. Many students live in Monson Ave and the surrounding roads, and when the university is in operation there is additional pressure on all roads and parking in the area, both metered and residents parking.

Parking concerns: 8 ground floor spaces - laughable.

What about all the visitors and what likelihood of a deal being struck with the NCP?

Is this Zone 10 or Zone 11? There seems to be much confusion.

Already the council have issued far more residents permits for Zone 10 than the area affords.

As a resident of Clarence Square for over 30 years I have adapted to many changes but extra parking room cannot be produced from nowhere. It would seem that the Council are deaf to our complaints and intent on income generation as the bottom line. Simply we have no more capacity.

It could be argued that the Dowty House address is not Monson Ave but St Margaret's Road and therefore should be Zone 11. It is in St Pauls ward and not Pittville, and yet Zone 11 also seems full to capacity.



Monson Ave and Clarence Square should not be regarded as "the gateway to the north of Cheltenham". It is a residential area, of historical and civic interest and not a major highway for any planner. We have a ring road.

If residents of any new Dowty House development are given residents parking in either zone, this would create potentially 40 new permits (2 per household) given the 8 allocated spaces within the development. This takes no account of visitor permits. If it is zone 10 then they will look to park in the nearest available space which is Monson Ave or Clarence Square with grave knock-on effects.

Finally we need more monitoring and data for air quality prior to this proposed development. Static traffic abounds adjacent to this site and environmental targets must be kept.

22 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 24th October 2018

I would like to register my strong objection to planning application 18/01973/FUL - Dowty House with regard to the proposed new development build of 28 flats, (25 of these being 2 bed) with insufficient parking spaces for only 8 cars.

The existing Dowty House building fronts onto St. Margaret's Road, Zone 11 and the side entrance of the development on Monson Avenue is adjacent to Zone 10.

It is unclear if this means that residents of the new development will be entitled to resident parking permits in both zone 10, zone 11 or both? Either way there is already very restricted capacity for zone 11 as highlighted by St. Paul.s Residents' Association.

Monson Avenue residents parking falls within zone 10 catchment and residents who cannot find spaces in this street regularly have to find car parking spaces in Clarence Square due to existing lack of proportionate spaces to dwellings. In addition Monson Avenue has a significant number of HMO's, which further exacerbates the parking problem as it is unclear how many permits may be allocated in this instance.

Clarence Square, which itself contains a high proportion of flats, especially around the junction point with Monson Avenue, are entitled to two parking spaces per flat. This makes parking virtually impossible especially at times such as the end of the day when residents return from work.

In comparison to the original Dowty House the proposal is not only a significant change of use it is a case of over-development for this site. I therefore strongly object to this proposal.

28 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

My objection concerns the access to this development and the assumptions which lead to an apparently benign picture of the position and operation of the access point and so indirectly too to the parking provision.

The access point is directly opposite the entry/exit access point of the NBC car park. This car park access is a regular source of jammed traffic in Monson Avenue, not least since the facility is often full and traffic is queuing, sometimes twenty or so vehicles from both directions on the ring road waiting for space to become available. Monson Avenue is a narrow road, barely wide enough for two cars when the allowed parking along the East side is full, which is 100% of the time. Also there is a constriction in the width of Monson Avenue just metres North of the car park entrance which causes many drivers, including the droves of learner drivers on the driving test route, to pause due to lack of space or experience to negotiate the road towards Clarence Square,

Into this already unsatisfactory situation, from directly opposite the car park there will be an unknown amount of In/out traffic for new Dowty House. While the Planning Application seeks to overcome this objection by claiming car ownership be limited to 8 of the planned flats (presumably the ECHR will doubtless rule on that in due course), there will of course be 28 homes worth of Amazon deliveries, postmen, Tesco and the rest home deliveries, pickups and drop-offs by taxis which, as often as not will have nowhere to park on the street and will end up reversing out of the small parking spot.

I honestly believe that this development as currently planned will cause a traffic disaster of significant proportions. That is before we even consider the usual chaos on the ring road caused by the Boots Corner effect.

I believe the entire concept of the development is flawed, that it would be better to have a higher design rather than the one proposed which seems too keen on preserving and not overpowering the nice but not very significant steeped structure. With an extra floor level less dense two and three bedroom flats with parking could be provided in the space while retaining profit margin. Also, it would make immense sense if the road access to the development could be from the ring road, not from Monson Avenue. If the CBC continue to own this Car Park this would be an opportunity to relocate the access to the North Road car park to the ring road which would instantly relieve pressure on the Brewery multi- storey park and Monson Avenue without unduly affecting traffic flow on the ring road..

If as stated 20 out of 28 residents of the planned development will not want cars, then any granting of residents Parking Permits should be limited to the 8 calculated by the developer. Indeed, if as stated this is considered a town-centre development, no permits should be agreed at all.

Finally, Clarence Square is a peculiar case for parking. Many residents elsewhere in Zone 10 actually drive to park in Clarence Square to visit Brewery facilities. There are also Z10 permit holders who appear to reside in Z11. So it would be particularly difficult to have an additional 28, and theoretically possible double that for multi vehicles, almost certainly descending on Clarence Square for routine parking. I would propose that any request for permits from the new development should be met with permits for the North Place Car Park and the developers provide an access point for this purpose.

11, Clarence Square  
Cheltenham  
GL50 4JN

**Comments:** 26th October 2018

I am writing to express my objection to the over development of Dowty House on the basis that 8 parking spaces for the 28 proposed apartments is woefully inadequate. There is ample space to provide at least one space per apartment if the developer rethinks his plans and considers the new homeowners who in most likelihood will own a car and will need somewhere to park.

As a resident of Clarence Square, where parking is already difficult, if new residents are granted permits for zone 10, it will become almost impossible to park near our homes - living in listed houses it is difficult, in most cases, to adapt our properties to accommodate parking so the situation can only worsen.

If this planning application is approved it will impact hugely on the residents in the area. It is vital that ample parking is provided within the development where there is already plenty of space and permits should not be issued to the new residents. This is already the case in London where parking is oversubscribed and now being restricted for all new developments.

Thank you for taking the time to consider this issue.

14 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JN

**Comments:** 29th October 2018

We are writing to register our objection to the planning for Dowty House for residential purposes on the basis of the amount of parking that is planned to be provided for the amount of dwellings that will be on the property.

We are on the understanding that there will be 6 visitor parking spaces provided and the opportunity to purchase zone 11 parking permits . However we understand that residents in Zone 11 do not have enough parking spaces already and have been given zone 10 parking spaces. We are assuming the same will have to follow for Dowty House residents in an area that already struggles for parking at the times when residents are at home. It is not uncommon for residents of Clarence Square to be unable to park in their own square in the evening and have to seek alternative arrangements. At present the parking situation is not quite so bad during working hours.

It has been for a long time that on a safety note, people on the South side of the square with children and the less able residents of our society have to cross a busy road to acquire an already difficult parking space.....often having to cross with bags of essentials such as food. This is an accident waiting to happen with the speed of the traffic.

Not wishing to dilute the above objection but to support our frustration on the South side of the square, the meter situation does in fact mean that the parking spaces have been sold twice...once to permit holders and a second time to meter payers.

32 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 24th October 2018

I would like to raise my objection to the Dowty House Development. The council website to lodge objections is currently not allowing me to do so.

I live in Clarence Square & am objecting to the building of 28 apartments on the Dowty House site with inadequate provision of parking. Any residents will be eligible to apply for permits in zone 10 which covers Clarence Square. As the residents of Monson Avenue already have inadequate parking & do park in Clarence Square, the parking issue will be further exacerbated with the building of 28 apartments. Currently, it is difficult to find parking around the square particularly when returning home from work after 7pm.

There is also added congestion as the access is via Monson Avenue. This junction has seen traffic chaos since the closure of Boots corner & cannot cope with any increase in traffic from service vehicles or residents' vehicles in the vicinity.

32 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 24th October 2018

I would like to make clear my objection to the proposed redevelopment of Dowty House on Monson Avenue. 28 apartments and eight parking spaces equals increased congestion. Since Monson Avenue is in zone 10, the excess is going to end up in Clarence square. It is already extremely difficult to park outside my house in the evenings without this development.

I have no objection to the change of use of the building but suggesting that most new residents won't have a car is ridiculous.

I trust that, as my local representative, you will convey my views to the planning committee. I can assure you that all of my neighbours are of the same opinion. I have tried submitting an objection via the council website but it fails to link to the area where I can comment. A suspicious man would think this is deliberate!

13 St Pauls Parade  
Cheltenham  
Gloucestershire  
GL50 4ET

**Comments:** 25th October 2018

I wish to object to this planning application due to the lack of provided parking spaces relative to the number of proposed units.

Under full occupancy, 28 units would potentially allow for a maximum of 56 parking permits to be issued. This is completely unsustainable for an area where there are already fewer available parking spaces than permits issued. I don't object in principle to a residential development but it should be a condition that 2 x off road, on-site parking spaces are provided per individual unit/apartment so the number of proposed units should be reduced in order to accommodate parking. This is not unreasonable in an area where existing residents already struggle to find parking spaces, despite paying for permits. As it stands, this proposed development is clearly designed for maximum profit over any consideration of how it will impact on the local area in the long term.

10 Tower House  
Pittville Circus  
Cheltenham  
Gloucestershire  
GL52 2PX

**Comments:** 28th October 2018

I make this comment not only as a resident of Pittville, but also as a local political campaigner.

After hearing about this application, I distributed a leaflet raising awareness of the many issues that I and many other residents of Clarence Square could foresee.

As a result, I have received emails, in addition to responses to my survey. The common trend has been of great concern, especially at the lack of parking provisions. While not all responses have been completely against the idea in any configuration, the parking issue, if not resolved, will continue to linger on local residents minds.

22 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 24th October 2018  
**OBJECTION**

I note that a planning application notice was posted adjacent to the development area and on Cheltenham Borough Council's (CBC) website regarding the proposed reuse of Dowty House (former Care Home) to create 28 apartments, of which 23 are two bed and 5 are 1 bed apartments.

The application is supported by Heritage, Planning and Transport statements.

The Planning Statement outlines in 1.1. that "This planning statement is prepared by SF Planning Limited on behalf of Marcus Homes Ltd (the Applicant)."

It further states in "1.8. We have held pre-application discussions with the Council and its comments and suggestions have been taken into account in the submitted scheme. Details of the scheme's evolution are set out in the design and access statement.", dating back to July 2018.

It is noted that contact may have been made with residents of Monson Avenue, in a limited time scale, yet consultation with residents on a wider area has not taken place despite these areas being included in all Statements in support of the application. These statements also support the scheme, and policy of utilising "brownfield land" as well as the need for increasing housing stock, both of which are admirable. However, the selective data may not be.

There is a provision in 3.5 for "8 Car parking spaces have been provided, as well as 1 cycle space per dwelling.", although in another report it states this being 6 car spaces.

Monson Avenue incorporates 22 houses of which 10 are Houses of Multiple Occupancy (HMOs) and has 14 available car spaces. The HMO's in this instance tend to be used for the purpose of housing students. Parking Legislative Policy administered by Gloucestershire County Council (GCC) states that 2 car spaces are available per household, potentially amounting to 44 in total. There is also the provision for visitor day passes. Even if only 50% of the available permits were taken up this is an imbalance requiring displacement of vehicles to other streets. Many residents in Monson Avenue already park in Clarence Square and surrounding streets due to existing parking congestion. The area covered is Zone 10.

Dowty House is quite clearly registered in Zone 11. Consultation with St Pauls Residents Association (SPRA) has also highlighted that these streets, in reasonable walking distance of Dowty House, are at capacity and cause significant problems at the present time. The Transport Statement appears to use selective material in support of arrangements and limited surveys (18:00 - 20:00 certain weekdays and limited residential usage on Saturdays - No mention of Sundays!) In that report it even suggests and lists more capacity in Clarence Square (Zone 10), which does not fall within the appropriate Zone 11 for Dowty House. Therefore by implication it is considered to be.

The application presupposes that the residents will not have cars, in line with CBC policy encouragement, yet experience shows that in Clarence Square for example, 4 converted flats in the space of one house have 8 permits as opposed to 2. Where Clarence Square abuts Monson Avenue there are 8 such dwellings. (8 x 4 x 2 = 64 potential permits of which over 70% are taken up).

The Planning Statement further states in 5.11. "The JCS identifies that outside of strategic allocations a minimum of 40% affordable housing will be sought within in the Cheltenham Borough Council administrative area." and that "On this basis 11 affordable units would be required." However it further states in 5.15 "The viability assessment concludes that a policy compliant scheme is not viable. This factors in the application of vacant building credit. Accordingly, the Applicant is not proposing to provide any affordable units." Affordable housing suggests, although does not guarantee, that the residents will not own cars, which is as ridiculous as saying students don't have cars. And as there are no affordable homes planned in this scheme, therefore these residents will have cars.

The support to this anomaly is in 5.34 where the report concludes that "The reduction in parking spaces at the site will hopefully encourage residents to travel without a car which will have a positive impact on the wider area." It is quite clear that in fact it cannot.

Obviously concerned The Planning Statement further adds in 5.35. "The applicant will seek to enter into an agreement with National Car Parks (NCP) with regard to the provision of residents parking permits. However, this cannot be guaranteed in perpetuity and therefore the Transport Statement for this application has been prepared on the assumption that this will not be available or securable through the planning system." Therefore this scheme is reliant on the availability of on-street parking.

I would love to support the fulfilment for more housing, if appropriately proposed.

Previously, Dowty House had minimal impact on the area as it had a dedicated and appropriately scaled parking area and this new proposal is quite clearly a major shift in usage that does not have ample and appropriate parking. A development of even half the proposed type and scale would have a detrimental impact on the locality.

Therefore, in this case, I strongly object to this development and the supporting reports (which do not fully consider the existing situation) will have a major impact on the surrounding areas of Zone 11 and Zone 10.

21 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 24th October 2018

As a resident of Clarence Square I have grave concerns regarding the conversion and extension of Dowty House on St. Margaret's Road.

The amount of traffic that passes along the south side of Clarence Square on a daily basis has been steadily growing as our town's roads have been either reassigned or blocked off. Traffic needs to find its way either out of town to the Evesham Road/Pittville or into town from the Evesham Rd causing those of us living here to become more and more concerned about the pollution that such a large volume of traffic brings to this area.

Along with air and noise pollution I would also like to draw your attention to the parking situation on Clarence Square. Our parking is at its maximum already for those assigned an Z10 permit. Many of the houses on the Square are multiple dwellings, incorporating 3-4 flats and usually at

least 3-4 cars that all need parking spaces. When the parking divisions were created, residents of Monson Avenue were given an Z10 permit so they park in the Square with its limited space along with all of us.

With the expansion of Dowty House, bringing new people to live in this area, my understanding is that you intend to assign them Z10 permits as well. This is completely ridiculous and ill advised in the face of the traffic and overcrowding this area already deals with every day.

If the expansion goes ahead then surely more than 6 car parking spaces must be created on their site to accommodate all the new vehicles that will need to be parked.

27 Clarence Square  
Cheltenham  
Gloucestershire  
GL50 4JP

**Comments:** 26th October 2018

I wish to object to the above Planning Proposal 18/01973/FUL submitted by Marcus Homes Ltd

I support the provision of more homes and the utilisation of an existing housing site , but not the proposed execution.

There are too many apartments proposed with insufficient on site parking spaces. The sustainable travel argument may be the ideal, however experience and empirical knowledge based on living and using the area for over 13 years would negate this as a reasonable argument for justifying a development which does not provide sufficient on site parking.

The Transport Survey commissioned by Marcus Homes through Cotswold Transport Planning was carried out on the 6 and 8 September. Other objectors have mentioned that students who constitute large numbers in the parking Zone areas of 10 and 11 are not around during that time. The multiple occupancy housing in the area swells the number of cars using on street parking significantly, even though the local amenities and areas of study are all within walking distance. Can the developers honestly demonstrate (as a guideline referenced by the NPPF) that the home owners will 'not own a car' to justify the grounds of a largely car free development (that is one with an insufficient number of parking spaces on site relative to the number of homes)?

Others have referenced the contradiction and confusion in the Transport Planning in support of the application. Clearly, unless part of the car park can be used for the provision of parking for the homes, residential parking permits will be required. It would be dishonest to suggest otherwise. The Application quotes the development as being in Zone 11, however the Transport Statement references Monson Avenue, and Clarence Square in the proposal, which are in Zone 10. Clarification on this point and assurances are needed.

In summation, I believe that taking into account the concerns of the direct neighbours on Monson Avenue and others, the Application should be reviewed; the number of properties on the site reduced and car parking on site increased to make this development viable for the neighbourhood.

FAO: Ms M Payne, Planning Officer



26 October 2018

Dear Sir/Madam

**Planning Application 18/01973/FUL**

I write to register my **strong objection** to the planning application for the development of Dowty House in Monson Avenue, Cheltenham.

The main reasons for objecting are the increased traffic it will inevitably bring in what is a predominantly residential area already plagued by, at times, heavy traffic and, perhaps more importantly, the increased parking problems that this development will create if it goes ahead without any major changes.

I will not repeat the valid points on these two issues already made in the submissions of other objectors but this is quite clearly an overdevelopment of the site with little consideration given to the impact on local residents. It is not clear from the submission how parking will be resolved or the issue of visitors/deliveries etc in what is a traffic pinch point opposite a large car park and traffic lights which already at times causes serious traffic congestion. If on street parking permits are granted to occupants of the new apartments the resultant chaos and local anger will come to haunt the Council. Naturally any developer needs to make a profit and I am sure they can with more consideration; as it stands it very much looks like a case of take the money and run.

Finally, I would make three further points:

- Providing cycle racks for all apartments is all very admirable but how many will actually be utilized, very few I imagine. This is the 21<sup>st</sup> Century nearly everyone has/wants a car. Does the developer seriously believe all the new residents will walk/cycle or take public transport to get around?
- A development of this nature should have been given wider notification and the council has let local residents down. I live only 100 yards from Dowty House and if a flyer had not come through my letter box I would have known nothing about this proposal.
- It is disappointing that the local authority, who appear to have had some preliminary contact with the developer, have seemingly failed to either raise the matter of traffic/parking or advise the developer of its local sensitivity and consequently the developer has gone ahead with a submission that is inadequate and unacceptable.

Yours faithfully

