

18/02053/FUL 48 Swindon Road.

Reasons for Objection to Proposed Development
at 48 Swindon Road (Affecting Normal Terrace)

Issues created by the Development

1. **Increase in hazardous highway access** due to:
 - Reduction in line of site due to block of flats and railings/bushes around perimeter of flats blocking view.
 - Loss of turning circle in front of garages resulting in more cars having to reverse exit the road (combined with line of site issue).
 - Loss of sight and reversing exit will increase hazards to pedestrians
 - Reduction in car parking (and potential increase in number of cars vying for car parking) resulting in more cars needing to back out of road when space not available.
2. **Significant reduction in car parking spaces available (loss of 5)** and increase in potential number of properties with vehicles vying for car parking on Normal Terrace (potential +18 vehicles if each property has 2 permits) and rest of Z11 parking zone area. *Normal Terrace already beyond capacity.
 - In 2003 the Council allowed for 2 car parking spaces to be lost to developers.
 - Residents parking permit prices increased this month – now being charged for even less available space.
3. If properties are allowed vehicles then **more vehicles** using Swindon Road which is already congested throughout the day – **increasing pollution** as more cars are sat idle.
4. Removal of x2 drive-way car parking spaces – but allow properties to have permitted parking – decision at odds with each other? What is the Councils objective here?
5. Refuse and recycling. Plans for household waste storage within plans not clear; and **no accommodations made within plans to support recycling waste bins**. *Normal Terrace already beyond capacity.
 - Already 9 x 22" width large recycling bins that are overfilled weekly – not viable for 9 new properties to use existing bins.
 - Recycling bins alone take up 1.5 car parking spaces
 - More bins on road take up more car parking.
6. Proposed buildings **not in keeping with characterful cottage design** of the majority of properties on the street. Property design has been evaluated against other developments along Swindon Road – even though 75% of development will be on Normal Terrace and 100% of properties will be accessed via Normal Terrace.
7. Properties 22 & 23 will be in direct line of site to semi-detached properties which will now overlook them and overshadow their gardens.

Issues that will be created during Development

1. Expecting the development will close or partial close Normal Terrace during the day, this will create: **
 - **Parking issues during development**
 - **Access issues** to properties during development – particularly a problem for residents who come and go from the road throughout the day due to running their own businesses and disabled residents who are unable to walk far.
 - **Refuse collection will be impacted**
 - ** Issues already experienced when a digger was trying to access the road for the trial dig.
2. **Noise and vibration issues** during the dig and construction.
 - Significant vibrations felt during the test pit digs **causing issues for disabled residents** who are in their properties throughout the day.
 - Noise and vibrations cause distress and issues for resident close to the end of the road who has animals.
 - Noise will affect residents who regularly work from home – unable to conduct meetings or phone calls due to noise, even if intermittent.
3. **Dust and mess created by development**
4. **Parking issues created by:**
 - Construction vehicles needing access to plot
 - Skips etc required for development
 - Potential limited access to road throughout the day – stress on surrounding neighbourhoods.

Put forward on behalf of Residents of Normal Terrace by XXXXXXXXXX

Beautiful characterful terraced cottages down Normal Terrace:
(Highlighted area indicates where new building will be)

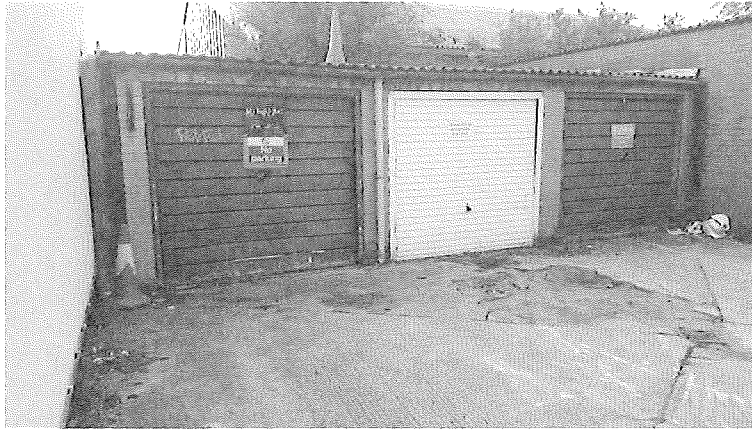


Refuse issues: (some not all of the bins!)



Parking & turning circle in front of garages will be removed – cars will have to back out of street:

Important resource for the road. Broken concrete floor from where evidence pits were dug.



Area where part of the block of flats will cover (majority not all of this space) – where visibility will be reduced.



Car Parking and space down Normal Terrace



Any other issues you wish to share about parking or other

As with nearby streets in St Pauls ward, we now pay yearly Residents Parking Fee. 'Free to use' parking, for residents, does not exist.

As a resident I have attempted to park in Normal Terrace for the last 15 years*. The Terrace is a very narrow street with no pavement and housing straight onto the road on the Southern side and just enough space for cars on the other side. Many potential spaces are lost due to excess of Wheelie Bins; others due to badly kept fencing. Plus, car use seems to have increased.

I fail to see any connection, however laudable to have in mind, to environmental issues. People need their cars to get to work and commute. The proximity of the Town Centre has no bearing whatsoever. The argument for public transport should have no more sway than it would for all car users. Indeed, occupiers of terraced properties should attract more support.

In my opinion, Normal Terrace is a special case and highlights the difficulty to park near one's home, unless it is felt that people who live in small terraced properties have less right to park near their home than anyone else? If so, this would be prejudicial to terraced house occupiers and very wrong.

Like anyone, we deserve to be able to park where we actually live – especially when paying extra for the privilege. It is a constant stress to all in the terrace to wonder if we will be able to park at the end of the day*.

With this background in mind, it would be outrageous, due to new development, to have any of the precious spaces **actually taken away!** Obviously, the land made available by the move of Enterprise, will attract development but any use of Normal Terrace or further land, **other than using the 'footprint' of the old Enterprise site**, would be unjust, unfair and worthy of a campaign by the PRESS or SOCIAL MEDIA. Therefore, the Panning Committee should specify to developers to amend any plans that might attempt to use **any land not within its footprint**.

ALSO, MY SPECIFIC CASE will be of concern. I am a Blue Badge Disabled badge owner. I am in my late 60's but not retired and run a business in Montpellier. I often arrive home late and frequently find no space in which to park. This is very annoying and quite painful, with arthritis and angina, to have to walk a long distance just to get close to my front door. Plus, the extra parking tickets. I have applied for a Disabled Bay but the above holds good for **all my neighbours** and it would be very wrong indeed to have any of our precious parking spaces removed. Indeed, the council should look at the terrace, as it is the council's responsibility to maintain the terrace, to a satisfactory condition increasing parking by insisting on one car per household, moving the bins and improving the border fencing.

██████████ Normal Terrace, GL50 4AR. Tel: ██████████

Parking was adversely affected, about 3 years ago, when the Council (or UBICO, the Council in all but name) Took away our individual recycling boxes, which were put out on the night, with 10 Recycling Wheelie Bins. At about 22" width each, these occupy about 1.5 car parking spaces.

The Council had previously narrowed the Terrace, in about 2003, when it allowed the developers of Murray House to build the back wall. This reduced the width of the street by more than a foot and, as a result, we lost about 2 parking spaces from the High Street end.

The Council played its part introducing, and doubtless benefiting from, the Residents Parking Permit, which has increased well above inflation, from this month..... as did Council Tax. The irony of being charged more for less should not be lost on the Committee members.

What Planning Gain has the Council enjoyed, to put the interests of a property developer, who will enjoy a one off gain, ahead of more than 50 permanent residents who will be inconvenienced by the development for ever.

Where did the Committee members live and how did they arrive at this meeting? If from the town, obviously they will have led by example and walked in.

Enterprise Cart Rentals made a bad neighbour and never trained their clients not to park across the end of the road. This new situation will make that inconvenience pale into insignificance.

The Councils on street parking policy is obviously failing. Look at the vacant spaces in Christchurch Road, Parabola Road and areas where shop and office workers parked, from early, to attend their jobs. So they cannot afford/don't have the spaces and the Council do not have the parking revenue that they expected to tax local workers for.

See attached Government document from 2011.