

**P/2011/0471/PA**

**St Marychurch Ward**

**7,9 And 11 Havelock Road, Torquay**

**Demolition of disused vehicle repair centre and construction of 6 - 3 bed terraced houses and 1 - 2 bed maisonette with car parking spaces and pedestrian footway**

### **Site Details**

The application site comprises a stone built former car repair premises, now vacant, in a dilapidated condition and located within the St Marychurch Conservation Area. The site also includes part of the domestic garden of 46 Trumlands Road which borders the site to the east. The surrounding area is primarily residential in character and whilst there are more spacious plots to the south and south west of the site the character of the area is essentially fine grained terraced development set at the back edge of pavement. Havelock Road is narrow and well used by traffic.

### **Relevant Planning History**

P/2006/0547: Erection of 7 dwellings: Approved 21.09.06

P/2006/0746 Erection of 1 dwelling in connection with P/2006/0547: Approved 21.09.06

P/2006/1799: Additional dwelling in association with P/2006/0547: Approved 17.01.07

P/2009/0777: Discharge of S106 obligations to provide for sustainable transport contributions only.

P/2009/0053: Variation of condition to allow scheme to be constructed in 2 phases: Approved 12.03.09.

### **Relevant Policies**

PPS3 Housing

PPS1 Delivering Sustainable Development

PPS5 Planning for the Historic Environment

*Saved Adopted Torbay Local Plan 1995-2011*

HS Housing Strategy

H2 New housing on unidentified sites

H9 Layout, design, community aspects

H10 Housing densities

E6 Retention of Employment land

CF6 Community Infrastructure contributions

W7 Waste and recycling facilities

BES Built environment strategy

BE1 Design of new development

BE5 Policy in Conservation areas

T1 Development accessibility

T2 Transport hierarchy

T25 Car parking

T26 Access from development onto the highway

### **Proposals**

This is a detailed application for the construction of 6, 3 bed terraced dwellings and 1, 2 bed maisonette (to be built over an access to 6 car parking spaces at the rear of the site). The buildings are to be finished in render and it is indicated that windows would be UPVC. The roof will be natural slate.

### **Consultations**

Conservation Officer: Plans acceptable subject resolution of final design details and use of aluminium windows rather than UPVC.

Highways: Obs awaited but did not raise any concerns in relation to pre app discussions.

Strategic Transport: Request that SPD contribution in respect of sustainable transport be incorporated to improve local linkages particularly with schools. Wish to see covered secure cycle storage and no

on road parking.

### **Representations**

One letter signed by 3 households to the rear of the site concerned about privacy and overlooking arising from the inclusion of accommodation in the roof and also about matters of a civil nature such as electric cables, party walls and the relationship of the existing building on the site with existing properties.

A further letter raises concerns about overdevelopment, increase in traffic movement, increase in parking and congestion and concerns about access for emergency vehicles. It also considers the scheme too tightly packed, imposing and out of character.

These letters are appended as T.202.

### **Key Issues/Material Considerations**

The key issues are the scale of development on site, the relationship to the character of the Conservation Area, impact on amenity and impact on highways arising from congestion and parking. Each will be addressed in turn.

It is important in considering this application to be aware of the previous use of the site as a car repair garage and of the currently extant permission for the construction of a new building containing 9 dwellings.

#### *Scale of development on site*

This scheme will provide for 6, 3 bed dwellings and 1, 2 bed maisonette. The building envelope is essentially 2 stories with bedroom accommodation in the roof. The extant permission provided for 9 2 bed dwellings but in a building that attained a greater height overall as it did not step up the street in the manner of the existing scheme, but adopted a consistent height across the entire plot. Whilst the scheme has limited amenity space and is 'tight' it is not inconsistent with the character of surrounding buildings. In terms of density of occupation and scale of the new building this proposal will be of less impact than that which could be built under the extant consent.

#### *Relationship to the character of the conservation area*

This scheme adopts a terraced format which is generally typical of the locality. It steps up the hill following the topography. It is consistent with neighbouring buildings in terms of height and scale. It is fine grained and will sit comfortably as part of a typical block which is characteristic of the urban form of the locality.

In terms of materials and design details it will have a contemporary feel but still fit with its sensitive surroundings and not look out of place. The existing building, whilst partly constructed of limestone is in a poor state and does nothing to enhance the area. It is considered that this scheme is, subject to clarification in respect of design details and materials, more sympathetic in terms of the character of the area than either the extant consent or retention/conversion of the existing building.

#### *Impact on Amenity*

The main area of concern arises from the inclusion of a large dormer window to the rear which overlooks properties on Park Road. It is thought that the impact of this can be ameliorated by design and the applicant has undertaken to look at this. Progress will be reported verbally.

#### *Impact on Highways/Congestion/Parking*

Highways observations are awaited. The 6 car parking spaces are located to the rear of the site accessed from beneath the maisonette. The spaces are cramped and there is a question over their practicality with one of the spaces being of limited value. However, it has to borne in mind that the site was previously used as a car repair garage and had the potential to generate a significant level of traffic movement, congestion and on street car parking. It is recognised that Havelock Road is narrow

and busy but it is likely that the impact of 7 dwellings with 6 off street car spaces would be far less than that which could be generated by the continuation of the existing use. A refusal of planning permission on the grounds of adverse impact on the highway would be difficult to defend in the circumstances. The observations of the highways department in respect of this scheme are awaited and will be reported at the meeting.

#### *Developer S106 Contributions*

The scheme should deliver the following in community infrastructure contributions:

Waste	£ 350
Sustainable Transport	£15,820
Lifelong learning	£ 2,020
Greenspace	£13,420

**TOTAL** **£31610**

**Sustainability** – The development would make efficient use of a brownfield site within the urban area and provide additional residential accommodation in a sustainable location.

**Crime and Disorder** – No Obs received

**Disability Issues** – Level site, should meet Part M of the Building regs

#### **Conclusions**

The scheme for 7 units in a stepped terraced form is compatible in design terms with the character of the conservation area. In terms of the scale of development on site and density of occupation it is not inconsistent with neighbouring buildings. In terms of amenity concerns, issues in relation to overlooking can be mitigated through design. Whilst Havelock Road is narrow and busy, this scheme will have less impact on highway safety than a continuation of the existing use as a car repair garage or construction of the extant scheme for 9 dwellings.

#### **Recommendation**

Site Visit; Conditional Approval; subject to the receipt of amended plans resolving design matters and mitigation of overlooking and subject to the conclusion, at the applicants expense of a S106 Agreement, in terms acceptable to the Executive Head of Spatial Planning within 3 months of the date of this meeting to secure community infrastructure contributions.

#### **Conditions**

1:20 Details  
Samples of materials  
Boundary treatments  
Implementation and retention of car parking  
Bin storage  
Bike Storage  
Implementation of footway  
Removal of PD Rights