

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.

This application was considered by the Development Management at its meeting of the 30th June and deferred with a recommendation that the 2 bed maisonette be deleted, that rear access to the dwellings be explored and that sufficient space be identified to provide adequate accessible parking, bin storage and cycle parking. The applicant has included one additional car parking space and relocated the bike storage areas. The deletion of the maisonette it is argued would render the scheme unviable.

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 to 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.200.

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

In response to the Committees concern about 'overdevelopment', the applicant has included an additional car parking space adjacent to the access to the rear car park to achieve 1:1 car parking levels. The spaces are cramped and there is an arguably greater question over their practicality. However, the applicant has also sought to respond to the concerns raised at the last meeting by providing rear access, bin storage and bike storage to a number of the properties.

Whilst it is accepted that the scheme would be improved with the deletion of the maisonette and the provision of 6 larger dwellings with a more workable arrangement of parking/bins and bikes the applicant is emphatic that he is not prepared to do this. In this context it is necessary to consider whether this application should be refused.

As argued previously, 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. There is also an extant consent for 9 dwellings which although provided 1:1 car parking, did not provide any amenity space, no bike storage and inadequate bin storage. It is necessary to consider this as a fall back position in the event of an appeal. In light of this, it is suggested that the original layout, with 6 spaces and a more accessible bike store is put forward for consideration as a small deficit in car parking levels, particularly if it allowed a more rational arrangement of space within the site would be preferable to the revision submitted. It is recognised that Havelock Road is narrow and busy but it would be likely that the impact of 7 dwellings with 6 off street car spaces would be less than that which could be generated by the continuation of the existing use and the overall arrangement of space in this scheme is preferable to that which would prevail through implementation of the extant scheme.

Developer S106 Contributions

The scheme should deliver the following in community infrastructure contributions:

Waste	£ 350
Sustainable Transport	£15820
Lifelong learning	£ 2020
Greenspace	£13420
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

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.

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