

Item No 01:-

16/02784/FUL (CD.2240/7/J)

**150 Roman Way
Bourton-On-The-Water
Cheltenham
Gloucestershire
GL54 2HD**

Item No 01:-

**Erection of one dwelling on the end of an existing terrace at 150 Roman Way
Bourton-On-The-Water Cheltenham Gloucestershire**

Full Application 16/02784/FUL (CD.2240/7/J)	
Applicant:	Mr & Mrs Stephen Senior
Agent:	Richard Merrett Architect
Case Officer:	Joe Seymour
Ward Member(s):	Councillor Len Wilkins
Committee Date:	8th February 2017
RECOMMENDATION:	PERMIT

Main Issues:

- (a) Principle of Development
- (b) Design
- (c) Highway Impact
- (d) Residential Amenity

Reasons for Referral:

Councillor Len Wilkins has referred this application to be determined by the Planning Committee for the following reasons:

"I walk pass this site most days and problem number one is road safety. This part of Roman Way exits onto Station Road just opposite the main entrance to the Cotswold School. It is a very busy junction and this application will reduce visual access for both vehicles coming out of Roman Way and for those using Station Road. There is also a bus stop nearby. With the new Co-Op store due to open soon this road will get busier, we will have more delivery lorries and we need this visibility line.

Number two problem is the look of the development. It will look totally out of place with the rest of the houses and detracts from the rest of the street scene. It is an add on to a terrace, it is not matched on the over side of Roman Way and stands out on its own.

Number three is that the size of the development is limited by the amount of land the applicant owns and doesn't match the rest of the street scene. It would make more sense as a two bedroom house as a three bedroom is too restrictive."

1. Site Description:

The application site is a strip of grass land adjacent to number 150 Roman Way in Bourton-on-the-Water. The site is located on a corner of the intersection between Roman Way and Station Road. The site is located within the Development Boundary for Bourton-on-the-Water; it is within the Cotswolds Area of Outstanding Natural Beauty (AONB), but it is outside of the village Conservation Area.

2. Relevant Planning History:

None.

3. Planning Policies:

NPPF National Planning Policy Framework
LPR18 Develop within Development Boundaries

LPR38 Accessibility to & within New Develop
 LPR39 Parking Provision
 LPR42 Cotswold Design Code
 LPR46 Privacy & Gardens in Residential Deve

4. Observations of Consultees:

Gloucestershire County Council Highways: No objection to revised scheme omitting the driveway and off-street parking

Thames Water : No objection

5. View of Parish Council:

The Council objects to the application on the following basis:

i) Development beyond the existing built line on the Station Road boundary would detract rather than enhance the street scene as this would be the only exception to the built line along a lengthy section of Station Rd. It would encroach onto the Open Space buffer that currently exists along that section. This buffer is necessary given that Station Rd is the main entrance to the village and has extremely high volumes of traffic (over 12,000 coach movements pa alone, as well as PSVs, school buses accessing the Cotswold School opposite and visitor/resident traffic), hence the reason why homes are set back from the roadside.

ii) The introduction of new parking spaces to the front of No 150 and the proposed dwelling will spoil the street scene by introducing parking within a garden space, not currently present in the street scene. This will also create a safety hazard as cars parked in those spaces try to access and exit the spaces immediately next to this very busy junction with Station Road.

iii) The buildings at No 150 Roman Way and the Market Close development on the opposite side of the road create the visibility line for this junction. The tangent line is immediately adjacent to the proposed parking bays and use of these parking spaces therefore creates a safety hazard in terms of general traffic visibility.

iv) The internal living accommodation is disproportionately small for a 3 bedroom property, and the narrowness of the proposed dwelling is out of keeping with the street scene. The Council supports objections submitted by residents in all respects.

v) Bourton-on-the-Water Parish Council submitted a response to the revised scheme omitting the off-street parking area, which is as follows:

vi) The Council's previous objection is maintained regardless of the recent withdrawal of the off-street parking provision. This change will simply result in an increase in on-street parking close to a busy junction which is equally unsatisfactory. Given that both parking proposals will have an unacceptable impact in terms of road safety or increased on-street parking close to a busy junction the Council maintains that parking (and other issues expressed in previous objections) cannot be overcome at this location, which remains unsuitable for the creation of a new dwelling.

6. Other Representations:

Nine letters of objection have been received from local residents who raise the following concerns about the proposed development:

- i) Over development
- ii) Design/ impact on the street scene
- iii) Highway access, parking and visibility and the Roman Way/ Station Road junction
- iv) The grass strip of land is an important part of the visual amenity of the area and consistent with the village location
- v) Noise and loss of general amenity

7. Applicant's Supporting Information:

Design and Access Statement

8. Officer's Assessment:

(a) Principle of Development

The application site is located within a Development Boundary as designated in the Cotswold District Local Plan. Development on the site is therefore primarily subject to Policy 18: Development Within Development Boundaries of the Cotswold District Local Plan 2001-2011 ("the Local Plan").

Policy 18 is supportive of the principle of erecting new dwellings within development boundaries. It is consistent with the NPPF's principles of sustainable development which advocates the location of new dwellings within existing settlements so that they are in close proximity to day-to-day services which can be accessed without relying on private car journeys. The site is within reasonable walking distance to shops, schools, pubs, employment opportunities and bus stops from which other settlements can be reached. It is therefore considered to be a sustainable location for a new dwelling.

Paragraph 14 of the NPPF states that there should be a presumption in favour of sustainable development and it advocates approving development proposals that accord with the Local Plan without delay, unless 'specific policies' indicate that such development should be restricted.

Footnote 9 clarifies these specific policies which includes those relating to development within Areas of Outstanding Natural Beauty, such as this proposal. NPPF paragraph 115 says great weight should be given to the preserving the scenic beauty of an AONB. Notwithstanding the location of the site within the Cotswolds AONB, the proposal for one additional dwelling on the end of an existing terrace on a modern housing estate which lies adjacent to one of the Bourton-on-the-Water's principal roads is considered not to be harmful to the scenic beauty of the AONB.

NPPF paragraph 116 has a presumption against major development within the AONB unless three tests can be met. However, a proposal for a single dwelling is considered not to be major development in the context of Bourton-on-the-Water, which is an established settlement with a population of over 3,000 according to the 2011 Census. Therefore, NPPF paragraph 116 is considered not to be applicable in this case.

There are no policies within the Local Plan or the NPPF that would preclude a residential development in this location. The principle of the development is considered to be sound but other issues still need to be addressed to ascertain whether the specific proposal can be supported. These additional issues will be addressed in turn below.

(b) Design

The proposed dwelling would be designed in a similar way to the terrace of three dwelling to which it would be attached with reconstituted stone walls, dark brown plain roof tiles and upvc windows and doors. The dwelling would be set back slightly by 0.6m from the rest of the terrace which would break up the monotony of the terrace to an extent and add some interest on to this corner plot. The dwelling would protrude beyond the line of dwellings to the rear of the site along Station Road. The construction of the proposed dwelling would still leave a grass verge 6m in width when measured from the proposed side boundary and the pavement of Station Road. This means the dwelling would not be overly imposing on the street scene. The size, design and proposed materials are consistent with the existing street scene and the proposal is considered to be compliant with NPPF Section 7 and Local Plan Policy 42 in this respect.

(c) Highway Impact

It has been previously mentioned above that there would be a residual 6m grass verge if the proposed dwelling was constructed. For vehicles exiting Roman Way there would still be more

than sufficient space to see vehicles approaching on Station Road from a northerly direction. Residents have mentioned that the bus stop alongside the site adds to the problem of visibility especially when people are waiting for the bus and when the bus is waiting on the bus stop. However, this represents the status quo and the proposed development would not exacerbate this situation.

Concerns have also been raised with regard to the proposed driveway parking spaces. In response to these concerns the initially proposed off-street parking areas have been omitted from the scheme and a dropped kerb and driveway space is no longer proposed. If the applicant wanted to insert a dropped kerb to create an off-street parking area for the proposed dwelling at a later date, they would have to apply separately to Gloucestershire County Council (GCC) for permission to do so. However, the Highways Officer objected to a dropped kerb in this location because of the potential for collisions between vehicles exiting the drive and vehicles turning into Roman Way off Station Road, hence the removal of a dropped kerb and parking area from the scheme.

Local Plan Policy 39: Parking Provision states that development shall incorporate provision for vehicle parking that takes account of the proposed use, its scale and location, its existing and potential accessibility to services by walking, cycling and public transport, and the proximity and capacity of any off-street public parking.

The majority of dwellings on this section of Roman Way benefit from off-street parking which is provided by parking courtyards to the rear. As these courtyards fill up quickly it results in on-street parking of cars being commonplace. The additional vehicles created by one additional dwelling is considered not to be excessive in the context of this street or Bourton-on-the-Water as a whole. Moreover, advice from GCC Highways is that on-street parking has its benefits because it can act as a traffic calming measure. Any potential occupier would be in a 'caveat emptor' (let the buyer be aware) situation knowing that no off-street parking is available. A full range of services including public transport options for travel to other service centres are within walking or cycling distance of the site so the proposed dwelling could be suitable for someone who does not own a car. The proposal is considered to be compliant with the guidance outlined in Local Plan Policy 39 in this respect.

Furthermore, NPPF paragraph 32 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. It is considered that the proposal for one dwelling would not result in a severe impact on the highway network in this case.

(d) Residential Amenity

There would be no anticipated amenity issues if a dwelling was built in the proposed location. Number 152 Roman Way to the rear does not have any first floor side windows (planning permission would be required for them) to overlook the proposed rear garden. Elongating the existing terrace of dwellings would not restrict light into 150 or 152 Roman Way either according to the Building Research Establishment (BRE) 'right to light' guidance. The proposed garden would be the equivalent size of its neighbours. It is considered that the amenity of future occupiers and existing residents would not be harmed if the proposed dwelling was constructed. This complies with the guidance contained within NPPF Section 7 and Local Plan Policy 46.

9. Conclusion:

The principle of erecting a new open market dwelling within the Bourton-on-the-Water Development Boundary is considered to be sound according to Local Plan Policy 18 and the principles of sustainable development outlined in the NPPF. The design of the proposed dwelling is considered to be in keeping with its surroundings and would not be harmful to the street scene which complies with Local Plan Policy 42. The impact of one additional dwelling on the highway network is considered not to be severe pursuant to NPPF paragraph 32 and the proposal would not harm the amenity of existing or future residents of the proposed dwelling or those within the vicinity of the site. For these reasons, the proposed development is recommended for approval subject to the conditions listed below.

10. Proposed conditions:

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1. The development shall be started by 3 years from the date of this decision notice.

Reason: To comply with the requirements 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 approved shall be implemented in accordance with the following drawing number: 2016-17/10/1 A received by the Local Planning Authority on 10 November 2016 and the unnumbered site location plan received on 7 July 2016.

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.

3. The materials to be used for the external walls and roof of the development hereby permitted shall match those used for the adjacent building and shall be permanently retained as such thereafter.

Reason: To ensure that, in accordance with the National Planning Policy Framework and Cotswold District Local Plan Policy 42, the development hereby permitted is completed in a manner appropriate to the site and its surroundings.

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150 Roman Way Bourton on the Water

Scale: 1:1250

Organisation: Cotswold District Council

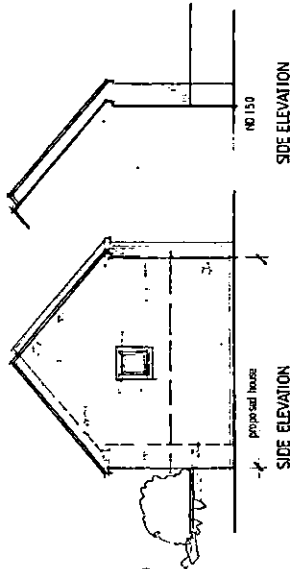
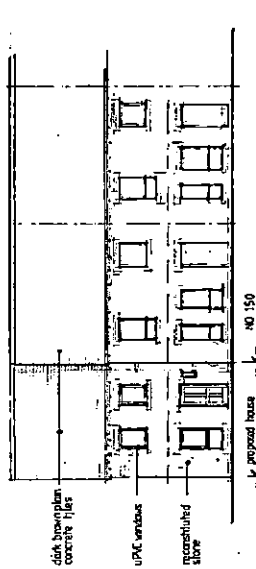
Department:

Date: 26/01/2017



COTSWOLD
DISTRICT COUNCIL





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Client: MR AND MRS S. SENIOR
 Drawing: PROPOSED LAYOUT
 Date: July 2015 Drawing No: 2015-171001 Scale: 1:1000/2

