

## HARROGATE BOROUGH COUNCIL

### PLANNING AREA2 DC COMMITTEE – AGENDA ITEM 6: LIST OF PLANS.

DATE: 21 June 2005

|                                       |  |
|---------------------------------------|--|
| <b>PLAN:</b> 05                       | <b>CASE NUMBER:</b> 05/01492/FUL                 |
| <b>APPLICATION NO.</b> 6.100.78.D.FUL | <b>GRID REF: EAST</b> 435215 <b>NORTH</b> 457160 |
|                                       | <b>DATE MADE VALID:</b> 18.04.2005               |
|                                       | <b>TARGET DATE:</b> 13.06.2005                   |
|                                       | <b>WARD:</b> Knaresborough East                  |

**APPLICANT:** Mr Adrian Paul

**AGENT:**

**PROPOSAL:** Erection of 2 semi-detached dwellings. (Site area 0.015ha)

**LOCATION:** Land Between 25 And 19 Park Row Knaresborough North Yorkshire

#### REPORT

##### SITE AND PROPOSAL

This modest sized, rectangular site is situated between 19 and 25 Park Row and has been derelict for some time. It contains a pre-cast concrete sectional garage and the remainder of the site is used for occasional parking. The adjoining dwellings are 2/3 storey in height and at the rear of the site is an unsightly blockwork retaining wall with dwellings at the rear - Park Crest being at a substantially higher level.

The proposal is to infill the gap on the Park Row frontage with 2 cottages, being of 2 bedroomed design and with a central 'arch' to provide access to 2 parking spaces.

The dwellings would be of render/pantile construction and 2 storey in height at the front but appearing only single storey at the rear of the site due to the levels difference.

The applicant has indicated the following points in support of his application:-

- \* Two no.2 bedroom properties providing affordable town centre housing with private off street parking.
- \* Development designed to make best use of infill plot within a residential area.
- \* The properties to the rear of the site on Park Crest that sit on a ground level approximately 2.1m above that of development site, have a minimum of 10m between their rear elevations and the rear of the 1st floor of the proposed properties.
- \* Fenestration to match the adjacent properties and to be of a Georgian/Victorian design.
- \* The only windows that overlook any other properties are to the rear of the first floors and are to the stairwells and bathrooms, which will have obscured glazing.
- \* Masonry to have a self coloured render finish to mirror adjacent properties and to be built

of a brick/stone plinth.

\* Red pantile roofs with brick chimney stacks.

\* Vehicles leaving the site will have clear line of sight of approximately 60m to traffic approaching on the nearside carriageway.

\* Materials can be stored at the rear of the site on the parking area, and can be unloaded from a vehicle while it is parked on the driveway access, which precludes the need for blocking the highway for deliveries. It should be noted that a number of the local builders merchants can deliver materials using vehicles that will fit under the archway.

He goes on to state:-

"The site was purchased with a view to future development and has been used in the meantime as a temporary private parking area for myself and family when we lived at No.33 Park Row. We have now moved from that address and therefore no longer use the site. Neither the new owners of our property nor anyone else, have any parking rights on the land.

As I no longer use the site myself, I have allowed certain ex-neighbours to use it if they require, although they are aware that this was only ever to be a temporary measure until such time as the site is developed. At no time has this site provided a public parking provision for this area of Knaresborough, and therefore when developed will not decrease the number of parking spaces available in the town. As I have been led to believe that this could be an issue in this planning application I will be asking neighbours to stop using the site, I will also dismantle the garage, and will erect a barrier to keep the site secure.

As someone who lived on Park Row for the last 12 years, it has always been the case that local residents can invariably park on Park Row Car Park at the end of a working day as those who use it through the day while working or shopping have returned home. It should also be noted that within 100m of the proposed development site there are 17 lock up garages to rent from both private landlords and the council.

To ensure that this proposed development does not add to any town centre parking congestion, the attached plans show a scheme for 2 properties that includes 2 parking spaces which I feel more than adequately answers the need for parking as part of a small scale town centre development".

### **MAIN ISSUES**

1. Traffic/Parking/Access Issues
2. Visual Impact
3. Local Plan Policy
4. Impact upon Amenity of Neighbours

### **RELEVANT SITE HISTORY**

Erection of garage: Approved 20.12.99.

Detached house and 2 garages: Withdrawn 20.12.79.

### **CONSULTATIONS/NOTIFICATIONS**

**Parish Council**  
Knaresborough

**Chief Engineer (H and T)**

Recommends refusal due to inadequate visibility at the access.

**DLAS - Open Space**

Commuted sum of £1631 needed - to be allocated to Gracious Street beds; Fysche Hall and Knaresborough Bowling Club

APPLICATION PUBLICITY

**SITE NOTICE EXPIRY:** 27.05.2005

**PRESS NOTICE EXPIRY:** 27.05.2005

REPRESENTATIONS

KNARESBOROUGH TOWN COUNCIL - Support the application and requests that the surface of the small car park opposite be treated to improve the appearance of the area (and its use by local residents be retained).

OTHER REPRESENTATIONS - 2 letters of objection raise the following points:-

1. It is an ambitious and perhaps inappropriate development for such a small site, situated almost on the bend of a very busy road, within close proximity of one set of the High Streets traffic lights and 'Z' bend.
2. I am concerned about cars reversing from a main road, through a narrow opening and then negotiating into a small parking space. This seems very cramped to me and potentially dangerous on the bend of a busy road.
3. I understand that the site is currently used on a daily basis by Forge Garage to park their customers cars, usually between 6-8 cars per day. If this site wasn't available Forge Garage might then use the council car park situated opposite the site.
4. I am concerned that sufficient space is left between the existing houses and the proposed development in order to facilitate maintenance of the existing properties.
5. Whilst I appreciate the improvement of an unattractive site I do not think that the proposed development is the right one, might not a single house be more acceptable.
6. It seems to me that the windows at the rear of the proposed development will look directly onto a six foot high wall that is topped by a boundary wall, surely this is unacceptable?
7. In 1994 I enquired about building a house with integral garage on this land. I was told each house had to have space for 2 cars - what has changed that someone can now build 2 semis in the same space?

VOLUNTARY NEIGHBOUR NOTIFICATION -  
19 and 25 Park Row.

RELEVANT PLANNING POLICY

|        |  |
|--------|--|
| PPS1   | Planning Policy Statement 1: Delivering Sustainable Communities  |
| PPG3   | Planning Policy Guidance 3: Housing  |
| LPHX   | Harrogate District Local Plan (2001, as altered 2004) Policy HX: Managed Housing Site Release                              |
| LPH05  | Harrogate District Local Plan (2001, as altered 2004) Policy H5: Affordable Housing  |
| LPH06  | Harrogate District Local Plan (2001, as altered 2004) Policy H6: Housing developments in the main settlements and villages |
| LPH13  | Harrogate District Local Plan (2001, as altered 2004) Policy H13: Housing Density, Layout and Design                       |
| LPH17  | Harrogate District Local Plan (2001, as altered 2004) Policy H17: Housing Type   |
| LPT09  | Harrogate District Local Plan (2001, as altered 2004) Policy T9: Retention of Parking                                      |
| LPR04  | Harrogate District Local Plan (2001, as altered 2004) Policy R4: Open Space Requirements for New Residential Development   |
| LPA01  | Harrogate District Local Plan (2001, as altered 2004) Policy A1: Impact on the Environment and Amenity                     |
| LPHD20 | Harrogate District Local Plan (2001, as altered 2004) Policy HD20: Design of New Development and Redevelopment             |

## **ASSESSMENT OF MAIN ISSUES**

1. **TRAFFIC ACCESS AND PARKING** - The main issue relates to car parking and whilst the applicant provides 2 spaces, they are not useable, as they are too constrained.

Cars would reverse on to or off the public highway but this occurs now in any event. The main problem is that due to the design of the arched entrance, visibility is severely restricted, especially the important vehicle to pedestrian sight lines.

This will produce a dangerous situation contrary to Policy A1 and T2.

There was an initial concern that there would be a loss of off street parking, contrary to Policy T9. However, as explained by the applicant, the parking is not one of 'right' but is occasioned parking permitted by the application. The development would not therefore significantly reduce any legitimate parking facilities.

2. **VISUAL IMPACT** - The proposed dwellings are appropriate for this "gap" in the street frontage and would appear visually acceptable. The site is a derelict one containing unsightly buildings and structures and currently detracts from the appearance of the locality.

Subject to an appropriately detailed 'arch' the proposal is considered to be visually acceptable.

3. **LOCAL PLAN POLICY** - This is clearly a 'previously developed' site encouraged by PPG3 and Council Policy HX. The development would be a sustainable one close to the town centre and within the settlement as defined in Policy H6.

The site is not of a size to trigger the affordable housing under Policy H5 but the units are modest in size and meets Policy H17 (mix of dwelling types) and H13 (density). The Section 106 obligation to meet open space policy R4 has been returned.

Apart from the highway concerns, the development is 'in principle' in line with Development Plan Policy.

4. RESIDENTIAL AMENITY - The two storey element of the dwellings are quite close to property at the rear (around 11.5m). This is the normally acceptable distance between single storey property. The section through the site provided by the applicant clearly demonstrates that there is a 2-2.5m difference in levels and effectively, the dwellings will appear as single storey when viewed from dwellings at the rear.

Only obscure glazed bathroom/hall windows face towards the rear dwellings (all habitable rooms - lounge and bedrooms) face towards the road.

Due to the difference in levels and the orientation of the dwellings, no amenity issues are likely to arise.

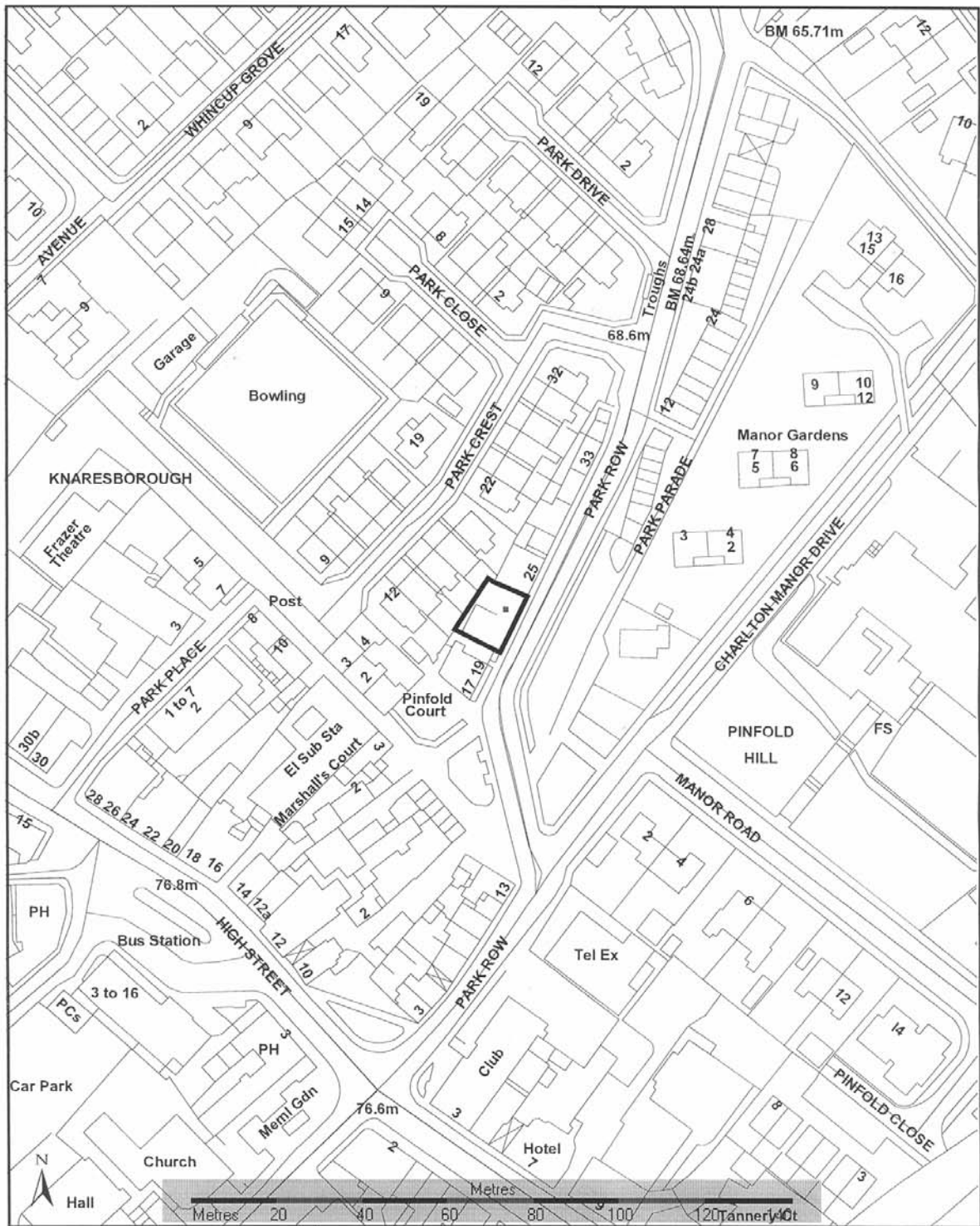
**CONCLUSION** - Whilst the general principle of development is in accordance with the development plan, the overriding issue is the lack of visibility and the highway safety problem this would create.

**CASE OFFICER:** Mr R Forrester

#### RECOMMENDATION

That the application be REFUSED. Reason(s) for refusal:-

- 1 There is a severe shortfall in visibility at the proposed access to the site and the development would give rise to acute highway safety problems and lead to situations prejudicial to public safety, particularly for pedestrians. The proposal is therefore contrary to Policies A1 and T2 of the adopted Harrogate District Local Plan.



*Harrogate*  
BOROUGH COUNCIL

Department of Development Services

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Harrogate Borough Council 1000 19628 2005.

## AREA 2 DC COMMITTEE

Item No. 5

App No./Case No. 6.100.78.D.FUL 05/01492/FUL

Scale (at A4 size) 1:1250

Site area 0.015 ha

Site boundary

Drawn MDTT

Date 21/06/2005