

Late Representations

Planning Committee 18 January 2018

Item No. 7	<p>Application No. - HH/2017/2360</p> <p>Description of Development - Retention of first floor rear extension with Juliet Balcony and first floor side extension</p> <p>Site Address - 9 Fletchamstead Highway</p> <p>Recommendation Approve, subject to conditions</p> <p>Application proposal Cllr Blundell had queried if the plans are accurate and the distances between the properties are correctly represented.</p> <p>The elevation plans clearly showed the chimney breast, however the layout plan did not. The layout plan has now been updated to show the chimney breast on the layout plans.</p> <p>The agent has re-surveyed the site and confirms all distances are correct. For clarification there is a 330 mm gap between the main wall of the application site and No.11 Fletchamstead Highway. Where there are chimney breasts, this distance is reduced to a 30mm gap, however the main wall of the application site maintains the 330mm gap as per the plans and confirmed in the Officer report.</p> <p>A number of photos have been submitted by Councillor Blundell (8 in total) showing what appears to be pictures of the application property and the neighbouring property. No supporting text provided with the photographs therefore officers are unable to provide comment.</p> <p>Additional photographs have also been provided by the applicant showing the varies property styles along Fletchamstead Highway</p> <p>Consultation</p> <ul style="list-style-type: none">• Councillor Blundell confirmed his reasons for calling the application before committee:<ul style="list-style-type: none">i. It is not in accordance with the street sceneii. The extension has created a terracing effect• Cllr Blundell has also asked if there is a trespass issue with the flat roof ground floor utility room being attached to the neighbouring property. <p>The ground floor utility room is existing and therefore is not the subject of this planning application. Notwithstanding this, the applicant has confirmed that the proposal is contained within the application site and does not encroach onto the neighbouring property. Certificate A has been signed on the application forms. Issues of trespass are not a planning matter.</p>
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	<ul style="list-style-type: none"> Clarification in Officer's report: The report stated there were four objections to the proposal, when there were in fact 3 objections from individual properties and 4 objections in total. Two objections were received from one property. <p>Conditions and reasons Condition 2: (drawing number updated) The development hereby permitted shall be completed in accordance with the following approved documents;</p> <ul style="list-style-type: none"> Existing and proposed Plans Dwg 7098-01 REV F <p>Reason: <i>for the avoidance of doubt and in the interests of proper planning</i></p>
Item No. 8	<p>Application No. - FUL/2017/2349</p> <p>Description of Development - Extension and conversion of existing public house to 14 bed house in multiple occupation</p> <p>Site Address - Coombe Abbey Pub 41 Craven Street</p> <p>Consultation West Midlands Fire Service – no objections</p> <p>Highways (CCC) - In response to the late representations the Highway Authority has reviewed the application again and in particular the level of car parking and the requirements for both the existing and proposed. Upon further detailed analysis the original existing parking requirement was incorrectly calculated and the requirement is in fact a maximum of 14 as outlined with the information supplied. Notwithstanding this miscalculation the level of existing car parking is greater than that of the proposed use. It is on this basis that the Highway Authority does not raise any objections to the proposal on car parking issues as clearly the proposal in policy terms is a net reduction on the anticipated demand for car parking. It is on this basis also why a car parking survey is not required.</p> <p>With regards to increase on highway impacts then a public house use has a greater traffic impact than that of a residential use due to its very nature, i.e. customer arrivals throughout its operational hours, delivery vehicles etc. All of traffic movements associated with the existing use will be removed as a consequence of the residential proposed therefore will not have a detrimental impact on highway safety.</p> <p>14 of the original objectors wrote in to confirm that they still object to the amended plans (which reduced the 1st and 2nd floor rear extension by 1m in depth and altered the fenestration on this elevation, as well as providing a bin store to the rear of the building). Aside from confirming that previously expressed objections still stand the following comments were made:</p> <ul style="list-style-type: none"> The cycle store should be located with easy access to Craven Street, which is safer than Hearsall Lane

- The proposed alteration to the rear does not mean that it will not disfigure the building and harm the conservation area. *This issue is covered by the Committee report.*
- It would be hard to wheel the bins to a road frontage for collection. There should be a proper management plan for the waste
- The owner of the site does not operate as a good landlord. *This is not a material planning consideration.*
- Craven Street is prone to rat running and speeding cars and is dangerous for vulnerable road users
- The figure of 20 spaces required for the existing pub use is inaccurate. A more accurate assessment would be about 5 spaces for this local pub.
- The dangers on Craven Street have not been assessed as it has wrongly been assumed that no additional parking requirement will be required by the proposal.
- The ground floor could be converted back to a pub using PD rights. *This is not true.*
- There should be cycle provision of one per bedroom ie. 14
- There should be metal railings on the passage between Craven Street and Hearsall Lane to encourage access between the two
- A site visit is required in order to assess the safety issues outlined above
- Adverse impact upon light and outlook from flat above adjacent public house

Appraisal

There is a condition proposed requiring a cycle store to be provided on site prior to occupation of the premises. A recommended informative states that this should be adjacent to the Hearsall Lane frontage as opposed to at the front of the site on Craven Street. Notwithstanding the concern about it being safer to cycle on Craven Street, it is considered important to avoid having a covered cycle store at the front of the site due to its likely adverse visual impact upon the site and street. The adopted cycle parking standards require 1 space per 3 bedrooms, therefore 5 spaces are required.

In light of continuing concerns about the amount of bins required, difficulties of wheeling bins to either road frontage and the potential for them to be left there permanently, it is recommended to amend condition 5 to require a waste management plan to be submitted to and approved in writing by the LPA prior to occupation.

With regard to impact upon occupiers of the managers flat above Hearsall Inn, the nearest 1st floor window is unusually wide (around 3.5m wide) and benefits from a very open and wide outlook to the rear across Hearsall Lane. Whilst there would be some impact it would not be so severe as to justify refusal of the application.

Amended Conditions

5. Notwithstanding the details on the approved plans, prior to occupation of the accommodation, a waste management plan shall be submitted to and approved in writing by the local planning authority. The plan shall include the location and amount of refuse storage as well as details of where bins shall be presented for

	collection. The development shall proceed in accordance with the approved details.
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