

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE

REFERENCE: HW/FUL/19/00388

OFFICER: Sangeeta Ratna

APPLICANT: Mrs W Makepeace

LOCATION: Land South-west Of 14 Pear Tree Mead
Pear Tree Mead
Harlow
Essex

PROPOSAL: Installation of 6 car parking spaces including 1 disabled car parking space

LOCATION PLAN:



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REASON FOR COMMITTEE:

The application has been made by Harlow Council and one objection has been received from a neighbour.

APPLICATION SITE AND SURROUNDINGS:

The site is a Council owned open grassed piece of land split into two halves by a vehicular access provided to a block of garages that is located to its west. It is located to the south of Southern Way. Pear Tree Mead is off Trotters Road and culminates in a cul-de-sac on its north end.

The area surrounding the site is predominantly residential except for the Pear Tree Mead Academy, a primary community school.

The part of Pear Tree Mead fronting the school is controlled by zigzag marking to prevent vehicles from parking. The site lies towards the north end of Pear Tree Mead. There exist off street car parking spaces on each side of the carriageway along Pear Tree Mead just south of the site. At the time of the case officer's site visit vehicles also appeared to be parked on the turning head.

The site is not located within a conservation area and there are no listed buildings in the surroundings.

Details of the Proposal:

The proposal seeks planning permission for the provision of six parking spaces on the site, one of which would be for disabled parking.

The amended proposed plan provides bigger parking bays changing the dimensions of each from 2.5m by 5m (as proposed originally) to 2.8m by 5.5m and a disabled parking space to be 3.9m wide by 5.5m deep. Residents were re-consulted on the amended proposal on 6 December 2019.

The vehicular access to the existing block of garages would be retained. The grassed surface is proposed to be paved with suitable permeable material. The application states that the proposal would involve dropped kerbs, bollards and road markings.

RELEVANT PLANNING HISTORY:

There is no relevant planning history.

CONSULTATIONS:

Internal and external Consultees

Essex County Council - Highways

No comment received.

Neighbours and Additional Publicity

Number of Letters Sent: 34 on 8 October 2019 and on 6 December 2019

Total Number of Representations Received: 1 in response to the first consultation. The response date for the re-consultation expires on the 13 December 2019. Members will be notified if any responses are received on the re-consultation.

Date Site Notice Expired: 4 November 2019

Summary of Representations Received

One objection has been received from a neighbour. Whilst the objection is in support of the proposal in principle, it expresses concern that three of the proposed spaces would be too close to their dwelling resulting in air pollution, noise, nuisance from light, safety of children due to proximity and effect on health of occupants who are asthmatic.

PLANNING POLICY:

Adopted Replacement Harlow Local Plan 2006

BE1:"Character and Identity" new and extended buildings should relate to their setting to strengthen, enhance, protect or create local character. Permission will be granted for new development providing: it is well connected to and integrated with the wider settlement; the height massing, layout, appearance and landscape makes an appropriate visual relationship with that of the form, grain, scale, materials and details of the surrounding area; building design is specific to the site and its context; it enhances the character, image and perception of the area when highly visible.

T9:"Vehicle Parking" parking shall be provided in accordance with the adopted vehicle parking standards. Justification is required for the amount of car parking proposed on an operational need and, if applicable, a Green Commuter Plan.

NE7:"Internal Open Spaces" proposed development on internal open spaces will only be permitted for: leisure and recreation; community uses, including associated facilities.

Harlow Local Development Plan – Pre-Submission Publication (2018)

Harlow Council is in the process of its new local plan being examined by an Inspector appointed by the Secretary of State.

Paragraph 216 of the NPPF sets out that weight may be given to relevant policies in emerging local plans according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given). The 'Harlow Local Development Plan Pre-submission Publication' (the 'emerging Local Plan') is the final version of the plan for consultation before it is submitted for examination. The consultation closed on 6th July 2018, the Examination started on 28th March 2019.

It is considered that the policies within the emerging Local Plan are consistent with the policies in the NPPF and that limited weight should be given to relevant emerging local plan policies at this stage. Relevant policies are discussed within the Planning Assessment section.

PLANNING STANDARDS:

National Planning Policy Framework (NPPF) (2019) - sets out the Government's key economic, social and environmental objectives and the planning policies to deliver them. These policies will provide local communities with the tools they need to energise their local economies, meet housing needs, plan for a low-carbon future and protect the environmental and cultural landscapes that they value. It seeks to free communities from unnecessarily

prescriptive central government policies, empowering local councils to deliver innovative solutions that work for their local area.

Supplementary Planning Documents/Current Planning Guidance

The Essex Parking Standards: Design and Good Practice (2009)
Planning Practice Guidance (PPG)

PLANNING ASSESSMENT:

The main issues in consideration of this application are the principle of development, its impact on the character and appearance of the area, neighbour amenity and pedestrian and highway safety.

Summary of Main Issues

Principle of development

There exists off street parking provision to the south of the site along Pear Tree Mead. There are no parking controls at this location. However parking congestion is experienced in the area especially due to the existing school. The proposal would provide parking spaces for local residents that would ease this congestion. This should weigh in favour of the proposed scheme.

The proposal is on land that constitutes Internal Open Space and therefore Policy NE7 of the Adopted Replacement Harlow Local Plan (ARHLP) applies. The aim of Policy NE7 is to ensure that development does not compromise the landscape principles of the town. The proposal would provide a community benefit while retaining the openness of the site. Therefore, on balance, it is considered to accord with Policy NE7 in terms of the use of the land proposed.

The proposal is considered to be acceptable in principle, provided it complies with all relevant plan policies and material considerations as assessed below.

Impact on character and appearance

Policy BE1 of the ARHLP requires development to enhance the character and appearance of the surrounding area. Policy PL1 of the emerging Local Plan reflects this. In addition, ARHLP policy NE7 requires that the landscape principles of the town are not compromised by development, which is similar to Policy PL5 of the emerging Local Plan.

The area surrounding the site is residential in use and is characterised by two storey terraced houses. The houses within this estate are accessed via narrow pedestrian pathways. Soft landscaping elements exist within the modest front gardens of the houses. The existing grassed area which constitutes the site would be replaced by hardstanding to facilitate car parking. However the existing grassed area being split into two parts is not considered of such visual value that would outweigh the provision of parking which is required at this location. The proposal would make minimal changes to the appearance of the area given the small size of the grassed area. Although the exact location of the bollards is not annotated on the attached plans this can be controlled via a planning condition. Therefore the proposal is not considered to adversely affect the character and appearance of the area.

Amenities of neighbours

The Adopted Vehicle Parking Standards require 2 parking spaces for the types of houses in this locality. The houses within this area do not have parking space within their curtilage. The primary school located nearby generates trips for drop off and collections of pupils. Therefore there is considerable parking congestion in this area. The proposal would provide parking spaces easing congestion for the benefit of local residents.

With regard to the comments received, it is considered that noise, fumes and head lights from vehicles are prevalent factors within an urban built environment. There exists a window in the side elevation of the neighbour at No 14 Pear Tree Mead which is obscure glazed and not serving a habitable space. Therefore the proposal would have minimal impact as a result of its proximity to this window. The proposal would not affect the residents of this dwelling as a result of this window significantly more than it would affect the other surrounding dwellings. Therefore it is not considered to affect residential amenities of neighbouring properties to a point of detriment.

Pedestrian safety and Highways

The proposal would provide six parking spaces. Five of these would be 2.8m by 5.5m with a 6m wide alley in between. One disabled parking space would be provided which would be 3.9m wide by 5.5m deep. There would be some adjustments to the adjoining footway along the east boundary of the site but these are inconsequential and would not affect pedestrian safety. The proposed parking bays would accord with Policy T9 of the ARHLP (2006). No comments have been received from ECC Highways.

CONCLUSION:

The proposal would provide much needed additional parking spaces for the local residents. It would be acceptable in terms of character and appearance and would not result in significant adverse effects on the residential amenities of neighbours.

Therefore it is recommended for approval subject to conditions.

RECOMMENDATION:

That Committee resolve to GRANT PLANNING PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: In order to comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the commencement of development, details of all hard and soft landscaping and any boundary treatments to be used in the development hereby permitted, including bollards, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out accordance with the approved details.
REASON: In the interest of visual amenity and to accord with policy BE1 of the Adopted Replacement Harlow Local Plan, July 2006.

- 3 The development hereby permitted shall be carried out in accordance with the approved plans as shown listed in the table below.

REASON: For the avoidance of doubt and in the interests of proper planning.

Plan Reference	Version No.	Plan Type	Date Received
SK04 REV A		PROPOSED PARKING AREA	02/12/2019

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address these concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.