

SCOTTISH BORDERS COUNCIL

PLANNING AND BUILDING STANDARDS COMMITTEE

7TH AUGUST 2017

APPLICATION FOR PLANNING PERMISSION

ITEM:	REFERENCE NUMBER: 17/00628/FUL
OFFICER:	Julie Hayward
WARD:	Hawick and Denholm
PROPOSAL:	Formation of off-street parking area
SITE:	61 Branxholme Road Hawick
APPLICANT:	Mr and Mrs G Cannon
AGENT:	Aitken Turnbull Architects Ltd

SITE DESCRIPTION

The property is a semi-detached, two storey dwellinghouse situated at the junction of Branxholme Road and Churchill Road within Hawick. The dwellinghouse is situated on higher ground than the public road and the front garden ground slopes down to a dwarf wall and a fence adjacent to the pavement. The garden ground also slopes up to the north east and there is a low timber fence and hedge on the boundary with no.63. No.53 is to the south west separated by a footpath and steps up to Silverbuthall Road to the north.

PROPOSED DEVELOPMENT

The proposal is to excavate out part of the front garden to provide one on-site parking space. In order to achieve this, retaining walls would be erected around the parking bay. These would be constructed of blockwork with a wet dash render finish and concrete coping stones. The parking bay would be surfaced with block pavements. A set of steps would be provided leading up from the bay to the front door of the property.

Planning permission is not required for the formation of the vehicular access onto the public road as Branxholme Road is not a classified Road. The application seeks consent for the excavation works and retaining walls due to the position between the front of the house and the public road.

PLANNING HISTORY

None.

REPRESENTATION SUMMARY

Five representations have been received objecting to the application and one general comment. These can be viewed in full on the Public Access portal on the Council's website. The principal issues raised are:

- The parking area is at a dangerous and very busy road junction, close to the path that connects Branxholme Road and Silverbuthall Road and close to the primary school. This raises safety issues.
- The proposal would remove existing on-street parking, in an area where there is a high demand for on-street parking, making it more difficult for residents to find parking spaces.
- The proposal would set a precedent for similar proposals in the area, further reducing the limited on-street parking available.
- The lack of visibility for vehicles exiting the bay due to parked cars and the retaining walls and the concealed nature of the bay would be a safety hazard for people walking down the pavement and children on their way to school.
- Given the site of this parking bay, immediately adjacent to a road junction and a junction of pedestrian routes, and given the limited visibility of the pavements either side due to the new retaining walls, it will be important that the vehicle is parked so that it can be driven out forwards each time. Reverse parking should be an explicit condition of the planning permission for the safety of all road users and pedestrians in the area.

APPLICANTS' SUPPORTING INFORMATION

None.

CONSULTATION RESPONSES:

Scottish Borders Council Consultees

Roads Planning Service: A normal parking space is 2.5m by 5.0m but when situated within an area which has a physical barrier around the parking bay, such as a wall or fence, then this is increased to 3.0m by 6.0m. This allows a vehicle to be parked clear of the public footway whilst maintaining a safe distance from the physical barrier.

The minimum depth shown on the submitted drawing is 4.74m, which is considerably below the 6m required. This distance also falls below the minimum length of a standard parking bay without any physical barrier.

The maximum gradient for the parking area should be 1 in 18; however the proposal submitted exceeds this maximum gradient. In frosty weather this could lead to a vehicle sliding onto the public road.

In addition to the above, I have a concern over the excessive width of the parking area which is proposed for a single vehicle. The overall width is 5m, which includes the shortened area in front of the steps. This could potentially encourage a second vehicle to park in front of the steps which would mean the vehicle overhanging the public footway.

In summary, the detailed proposal which has been submitted does not meet the required standard and I am unable to support this application and must recommend refusal as it stands due to road safety concerns.

Re-consultation: The amended plan (L(-2)101 D) addresses my earlier concerns over the depth of the parking area and the gradient. The amended design has been altered to provide a minimum depth of 5.5m, which although is less than the 6m previously specified, is acceptable. The gradient has also been flattened to provide a 1 in 18 grade.

Given the above, I am now able to withdraw my objection to this application. The parking area must be fully formed as per the agreed detail prior to it becoming operational.

Statutory Consultees

None.

Other Consultees

None.

DEVELOPMENT PLAN POLICIES:

SES Plan Strategic Development Plan 2013

Policy 1B: The Spatial Strategy: Development Principles

Scottish Borders Local Development Plan 2016

PMD2: Quality Standards

HD3: Protection of Residential Amenity

IS7: Parking Provision and Standards

OTHER PLANNING CONSIDERATIONS:

Supplementary Planning Guidance: Householder Developments July 2006

KEY PLANNING ISSUES:

- The impact of the development on the visual amenities of the area;
- The impact on residential amenities;
- Road safety.

ASSESSMENT OF APPLICATION:

Planning Policy

Policy PMD2 requires all development to be of high quality in accordance with sustainability principles, designed to fit in with Borders townscapes and to integrate with its landscape surroundings. The policy contains a number of standards that would apply to all development.

Policy HD3 states that development that is judged to have an adverse impact on the amenity of residential areas will not be permitted. The Council's Supplementary Planning Guidance: Guidance on Householder Developments July 2006 contains guidance on privacy, overlooking and access to light that can be applied when considering planning applications for new developments to ensure that proposals do

not adversely affect the residential amenities of occupants of neighbouring properties.

Policy IS7 requires that car parking should be provided in accordance with the Council's adopted standards.

Siting, Design and Visual Impact

The proposal would require the excavation of part of the front garden ground of the property to provide a level surface and the erection of steps and retaining walls. The retaining wall to the rear of the parking bay would be 2.2m in height and one on the side boundary would be 2.2m stepping down to 1.2m in height adjacent to the public footpath. A 1.2m close boarded fence would be erected adjacent to the retaining wall to the rear of the bay and adjacent to the steps.

These are small scale works that would not be out of keeping with the character of this residential area and would not harm the visual amenities of the area, particularly given that the street is already characterised by a range of structures, including walls and fences, of varying heights.

A condition would require a sample of the render for the retaining walls to be submitted and agreed before the development commences.

Impact on Residential Amenities

The houses along the north western side of Branxholme Road are on a higher ground level than the road. The proposal would involve excavating the front garden and the erection of step and retaining walls and these would be lower than the existing houses. The proposed works would not affect the light or privacy of occupants of neighbouring properties.

Access, Parking and Road Safety

A number of representations have been received regarding the proximity of the proposed access to the junction of Branxholme Road and Churchill Road, the loss of on-street parking and the impact of the development on the safety of other road users and pedestrians due to the lack of visibility when exiting the site.

The Roads Planning Service initially objected to the proposal as the parking bay did not meet their standard for parking spaces in terms of dimensions and gradient. They were also concerned over the excessive width of the parking area, which is proposed for a single vehicle as this could encourage a second vehicle to park in front of the steps, which would mean the vehicle overhanging the public footway.

Amended drawings have been submitted that demonstrates a minimum depth of 5.5m for the parking bay, which although is less than the 6m previously specified, is considered to be acceptable to the Roads Planning Service. The gradient has also been flattened to provide a 1 in 18 grade and, by extending the steps forward, the width of the parking area has been reduced, so as to discourage a second car to park in the remaining area. The Roads Planning Service has now withdrawn their objection.

The Roads Planning Service has not expressed any concerns regarding the proximity of the proposed parking space to the junction or visibility available for vehicles exiting the bay or pedestrians on the pavement. The proposal would result

in the loss of one on-street parking space but would also provide off-street parking for one car that currently parks on the street. The proposal would not set a precedent for similar developments in the surrounding area as each proposal would be assessed on its own individual merits.

CONCLUSION

Subject to compliance with the schedule of conditions, the development will accord with the relevant provisions of the Local Development Plan 2016. It is considered that the proposal would not harm the visual amenities of the area or residential amenities of occupants of neighbouring properties. In addition, the proposal would provide an off-street parking space and would not have a detrimental impact on the safety of other road users or pedestrians.

RECOMMENDATION BY CHIEF PLANNING OFFICER:

I recommend the application is approved subject to the following conditions:

1. The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and specifications approved by the Planning Authority.
Reason: To ensure that the development is carried out in accordance with the approved details.
2. Samples of the render for the retaining walls, the coping stone and of the block paviours to be submitted to and approved in writing by the Planning Authority before the development commences. The wall and surface of the parking bay then to be completed in accordance with the approved sample.
Reason: To safeguard the visual amenities of the area.
3. The parking area must be completed as shown on Drawing Number L(2)101 Revision D prior to it becoming operational.
Reason: To ensure that a car can park within the parking bay and not overhang or obstruct the public footpath, in the interests of road safety.

Informatives

All works associated with the footway crossing must be carried out by a contractor first approved by the Council.

DRAWING NUMBERS

L(-1)001	Location Plan
L(-2)001	Site Plan as Existing
L(-2)101 Rev D	Site Plan as Proposed
L(2)102 Rev A	Section and Elevation as Proposed

Approved by

Name	Designation	Signature
Ian Aikman	Chief Planning Officer	

The original version of this report has been signed by the Chief Planning Officer and the signed copy has been retained by the Council.

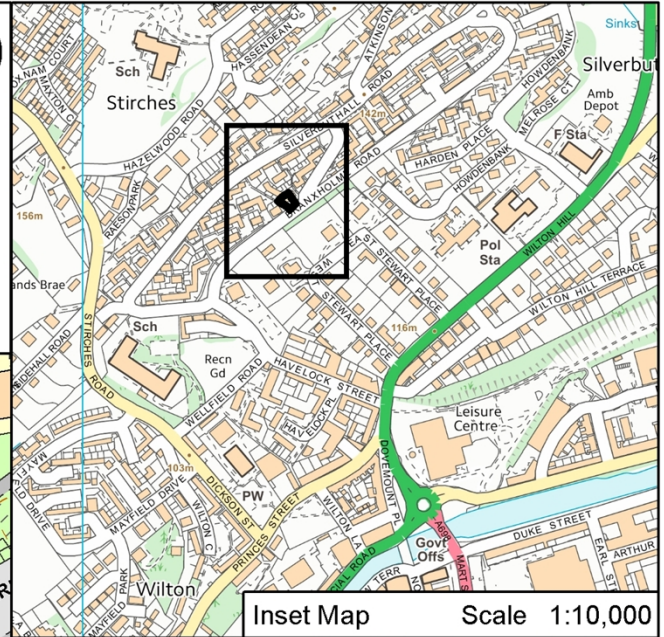
Author(s)

Name	Designation
Julie Hayward	Team Leader (Development Management)

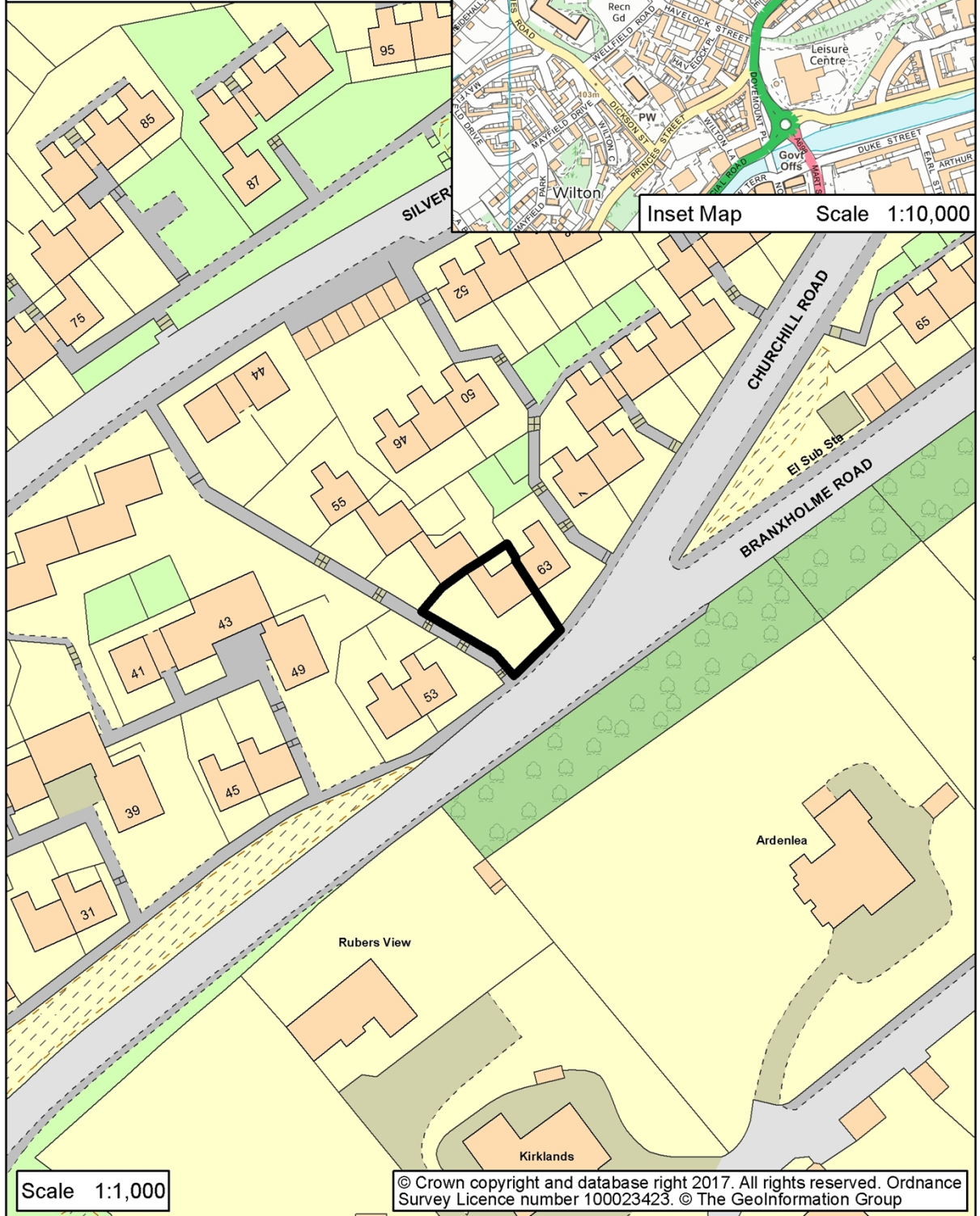


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61 Branxholme Road
Hawick



Inset Map Scale 1:10,000



Scale 1:1,000

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