

ERECTION OF A ONE BEDROOMED DWELLING TO THE END OF TRINITY ROW, WELLINGTON

Grid Reference: 313461.120354

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Subject to the receipt of amended plans, further information regarding surface water drainage and the Drainage Engineer being satisfied by the proposals: Conditional Approval

In transport terms the site is located in a sustainable location, close to facilities and public transport links in Wellington town centre. With the provision of secure bicycle storage, it is not considered that the proposal would give rise to significant additional pressure on local on-street parking facilities. The proposal has been acceptably designed and would not impact unreasonably upon the amenities of nearby residential properties. The proposal is, therefore, considered to be acceptable in accordance with Policies S1 (General Requirements), S2 (Design) and M4 (Residential Parking Provision) of the Taunton Deane Local Plan; Policy DM1 (General Requirements) of the Taunton Deane Core Strategy and guidance contained in the National Planning Policy Framework.

RECOMMENDED CONDITION(S) (if applicable)

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

(A4) DrNo 12/152/1001 Location Plan
(A3) DrNo 12/152/500 Existing Site Plan
(A3) DrNo 12/152/502 Proposed Site Plan
(A3) DrNo 12/152/102b Proposed Details

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

3. Prior to their installation samples of the materials to be used in the

construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in accordance with the approved details as above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the existing building in accordance with Policy S2 of the Taunton Deane Local Plan.

4. Prior to the occupation of the dwelling hereby permitted, full details of proposed facilities for the secure storage of bicycles shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented before the dwelling hereby permitted is occupied and shall thereafter be retained as such.

Reason: To ensure that adequate cycle parking facilities are available for the proposed dwelling, in order to encourage travel by modes other than the private car and reduce the impact on on-street provision parking in the vicinity in accordance with Policies S1 (General Requirements) and M6 (Cycling) of the Taunton Deane Local Plan and Policy DM1 (General Requirements) of the Taunton Deane Core Strategy.

5. Before the development hereby approved is first occupied, an information pack should be compiled and provided detailing local bus services and other sustainable transport facilities in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To encourage future occupiers of the site to travel by means other than the private car in accordance with Policy S1 of the Taunton Deane Local Plan and Policy DM1 of the Taunton Deane Core Strategy.

Notes for compliance

PROPOSAL

This application seeks full planning permission for the erection of a one bedroom dwelling. The dwelling would be added to the end terrace, 6 Trinity Row with a lower ridge height and a rendered frontage. The northern end of the proposed dwelling would be set in from the front face, due to a curve in the site frontage.

The rear and exposed gable end of the dwelling would be rendered.

Amended plans have been requested to: -

- Bring the dwelling forward to follow the line of the existing terrace.
- Raising the ridge height to match the existing.
- Change the entire front face of the dwelling from render to brick.
- Confirmation of cycle storage.

SITE DESCRIPTION AND HISTORY

The site comprises the side garden of 6 Trinity Row, an extended end terrace dwelling. A large tree in the northwest corner of the site would be felled to accommodate the development. Trinity Row is a terrace of 6 dwellings accessed by a narrow access between 69 and 73 Mantle Street. The access is part concrete footpath and part grass, although vehicles may use the access from time to time to access a parking area to the north, garage opposite the application site and a garage/yard area also opposite the site and subject of application 43/12/0068.

The dwellings have a brick front (west) elevation and random stone rear (east) elevation. They have small courtyard gardens to the rear. The positioning of windows and doors in the front elevations is fairly uniform, but the detailing of the fenestration has been variously altered on each of the dwellings such that it no longer matches.

Areas of private amenity space adjoin the site to the north and east, although it is not clear which properties these belong to.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

SCC - TRANSPORT DEVELOPMENT GROUP - The proposal is for a one bedroomed dwelling located in Trinity Row, Wellington. Trinity Row is not classified as highway, but connects to the highway at its junction with Mantle Street. Access to the site at the end of Trinity Row would not be possible by vehicular traffic, given its narrow and partially unpaved nature.

On site observations confirm that Mantle Street is heavily parked throughout the day, with available on-street parking at a premium. On this basis, it would be difficult to support any planning application which increases the level of on-street parking in this location.

The site is located within the development limits of Wellington and centrally placed for access to amenities and services required by potential occupants. There is also good access to public transport service routes to access places farther afield such as Taunton. There are public car parks nearby and therefore the location is considered highly accessible.

The County Parking Strategy recommends that one cycle parking space is provided per bedroom, and therefore the proposal should include at least one cycle parking space. In addition, this space(s) should be secure and easily accessible by the potential occupants and these details require clarification.

The development will be car free as there is only access on foot or along which route bicycles may be wheeled, and when taking all of the above considerations into account the highway authority has no objection to the proposal.

A condition is recommended requiring details of cycle parking to be submitted.

WELLINGTON TOWN COUNCIL – Verbal - Objects as overdevelopment of the site to an unacceptable degree; no parking would exacerbate the on street parking problems within Mantle Street.

WESSEX WATER – New water supply and waste water connections would be required. General advice provided regarding connection and protection of Wessex Water assets during construction.

DRAINAGE ENGINEER – Note that surface water is to be discharged to SUDS, however, no details of how this is to be achieved has been provided. Until this is provided, objects to the proposal.

Representations

5 letters of OBJECTION raising the following points:

- Access is very limited, The intended property has no access or parking facilities.
- Parking in Mantle Street is already severely restricted and below capacity for local residents.
- There is no access for emergency vehicles.
- Query whether drainage capacity is sufficient.
- More people would have to walk past 5 Trinity Row, reducing privacy.
- The development would be 7m high only 20 feet from the rear door of 3 Court Terrace. Being due south it would deprive these neighbours of sunlight.
- Construction would cause disruption to Mantle Street and Trinity Row residents.
- Surrounding properties would be devalued.
- The development should be single storey.
- The tree at the end of Trinity Row should be retained as it is an important part of the outlook from 13 Rookery Terrace.

PLANNING POLICIES

W1 - TDBCLP - Extent of Wellington,
STR2 - Towns,
STR4 - Development in Towns,
S1 - TDBCLP - General Requirements,
S2 - TDBCLP - Design,
DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
M4 - TDBCLP - Residential Parking Provision,
M5 - TDBCLP - Cycling,

LOCAL FINANCE CONSIDERATIONS

The development of this site would result in payment to the Council of the New Homes Bonus.

1 Year Payment

Taunton Deane Borough Council (Lower Tier Authority)	£1,079
Somerset County Council (Upper Tier Authority)	£270

6 Year Payment

Taunton Deane Borough Council (Lower Tier Authority)	£6,474
Somerset County Council (Upper Tier Authority)	£1,619

DETERMINING ISSUES AND CONSIDERATIONS

The site is within the settlement limit for Wellington, where development is acceptable in principle. The main issues in the consideration of this application are the design and impact on the character of the area; impact on neighbouring property and impact on the highway network.

Design and impact on the character of the area

The proposed dwelling, subject to amended plans, reflects the scale of the existing terrace of which it would form part in terms of its overall height, eaves and ridge alignment. In terms of its siting in the wider area, continuing the existing terrace is considered to be compatible with the general grain of development in this part of Wellington and is appropriate. The plot width would be narrower than number 6, but this is because number 6 has been previously extended. The overall width of the dwelling would be similar to numbers 1-5 Trinity Row, although the shape of the site and need to maintain access to a neighbouring garden area has significantly reduced the proposed site frontage to just 2.5m. However, due to the previous extension to number 6, it is considered that the rhythm of the window and door arrangements in the terrace has already been weakened and, as such, the character of the terrace would not be further undermined by this proposal. The proposed materials would match the existing dwelling and final clarification of this can be gained through the submission of samples and required by condition.

The development would result in the loss of a tree, which is a pleasant feature of the area that can be viewed from Rookery Terrace/Court Terrace to the east, as well as forming part of the outlook for some of these dwellings. However, the site is not within a conservation area, so it is not felt that sufficient weight can be placed on its loss to warrant refusal of the application.

Neighbouring property

The proposed dwelling would have windows to the front and back, facing over a neighbouring garage and the application site for 43/12/0068 to the front; and the neighbouring private garden space to the rear. This garden space to the rear, however, is already overlooked by the existing dwellings in Trinity Row and it is not considered that the addition of one extra bedroom window facing this direction would lead to such significant overlooking as to warrant refusal of the application.

Some concern has been raised that additional dwellings will lead to more people walking past the front windows of existing dwellings in Trinity Row, which would lead to a loss of privacy. It is accepted that very few people currently pass along Trinity Row, but again, it is not considered that this additional footfall would lead to a significant loss of privacy to these existing dwellings.

Highways

The site is incapable of providing any vehicular access, let alone any on-site parking. There is significant local concern about the general lack of on-street parking facilities in the area, especially since the removal of a number of spaces to accommodate the access to the new Wellington Medical Centre. Additional dwellings may lead to greater pressure for on-street parking spaces and this is reflected in the Highway Authority's comments. However, they conclude that given the high accessibility of the site to the town centre and public transport links; the provision of secure bicycle parking will make the development acceptable in terms of its impact on the highway network. There appears to be no reason to dispute this opinion, so the impact of the development on the highway network is considered to be acceptable.

Other matters

The Drainage Engineer has requested further details of how surface water will be disposed of. It is unlikely that surface water disposal will be impossible to achieve and, therefore, his objection is likely to be overcome. The applicant's agent has been asked to provide additional information in this regard and Members will be updated at committee.

Conclusions

The site is in a central location close to Wellington Town Centre. Subject to clarification over external materials and amended plans, the proposal is considered to be compatible with the general grain and character of the area. Any potential loss of privacy to neighbouring dwellings and their gardens is not considered to be significant. In light of the Highway Authority's comments, it is not considered that the additional dwelling would put significant additional pressure on parking provision in the immediate area and, as such, the proposal is considered to be acceptable. It is, therefore, recommended that planning permission is granted.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

CONTACT OFFICER: Mr M Bale Tel: 01823 356454