

05/15/0014

MR R JACKSON

ERECTION OF A CAR PORT TO FRONT OF COBWEBS, 18 GREAT MEAD, BISHOPS HULL (RETENTION OF WORKS ALREADY UNDERTAKEN)

Location: COBWEBS, 18 GREAT MEAD, BISHOPS HULL, TAUNTON, TA1
5HE

Grid Reference: 320554.124193

Retention of Building/Works etc.

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

RECOMMENDED CONDITION(S) (if applicable)

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

(A4) DrNo RJ-02 Proposed Elevations

(A4) DrNo RJ-01 Existing Elevations

(A4) Site Plan

(A4) Location Plan

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

Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.
2. I would stress that this relates only to "planning". It may be necessary for you to obtain approval under other legislation or requirements such as a covenant that may be in place.

PROPOSAL

This proposal is for the erection of an attached car port with a projection of 3.4m to the side. The application is retrospective.

SITE DESCRIPTION AND HISTORY

This is the site of a semi-detached bungalow of brick finish with tiles and white windows. This dwelling is on a raised level to the road on a residential cul-de-sac comprising bungalows and two-storey houses.

This dwelling has a detached single garage to the side with a driveway that can accommodate two vehicles. A car port that covers part of the driveway has been replaced and the height increased by approximately 800mm. It is this car port that is the subject of this application.

The application is being reported to committee as the applicants are related to a member of staff.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

BISHOPS HULL PARISH COUNCIL - Objects

The car port is considered by reason of its form and appearance to be an unsympathetic and incongruous addition to the dwelling and out of character with and detrimental to the visual amenities of the area. Furthermore it could set a precedent for other similar proposals nearby, which would compound the situation.

Representations

Two letters of SUPORT received.

- It has been erected to a very high standard
- It can be seen from our living room window and is not obtrusive

Three letters of OBJECTION from the same person raising the following issues:

- The design is not in keeping with the area.
- The carport projects in front of the building line.
- It is in an elevated position.
- Adverse visual effect from our living and dining areas.
- Parking a motor home conflicts with covenants.
- Concern that a precedent will be set.

PLANNING POLICIES

H17 - TDBCLP - Extensions to Dwellings,

LOCAL FINANCE CONSIDERATIONS

N/a

DETERMINING ISSUES AND CONSIDERATIONS

The already erected car port is attached to the bungalow and as it is higher than the eaves, it requires planning permission. Saved Policy H17 allows extension to dwelling subject to meeting 3 criteria:

H17 - Extensions to dwellings will be permitted provided they do not harm:

(A) the residential amenity of other dwellings;

(B) the future amenities, parking, turning space and other services of the dwelling to be extended; and

(C) the form and character of the dwelling and are subservient to it in scale and design.

The carport does not have any adverse impact on residential amenity in terms of overlooking, loss of light or overbearing.

It does not result in any change to parking availability other than higher vehicles can park under the new car port than they could previously.

The main issue for consideration is the form and character of the dwelling and whether extension is subservient in scale and design. The flat roof carport is higher than the eaves of the existing bungalow which increases the visual impact and it could be said that it is not subservient in design. That said, it does have the appearance of a freestanding structure to the side of the dwelling rather than as an extension due to the change of materials. There is a single example of a flat roof garage that is higher than the eaves of a neighbouring bungalow and overall, it is considered that the car port does not result in a significant adverse harm to character of the dwelling and area.

The comments of the neighbours with regard to covenants on the development are noted, however this are a private matter that does not fall within the remit of considering a planning application. The concern of the Parish Council in terms of precedent is noted, however each application should be considered on its own merits.

Having regard to the above matters, the proposed development is considered to be acceptable and therefore it is recommended that planning permission be granted.

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

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