

ERECTION OF DWELLING AT 50 BRENDON ROAD, WELLINGTON

Grid Reference: 313633.121101

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval for the following reason:

The proposal is considered not to have a detrimental impact upon visual or residential amenity or the highway network and is therefore considered acceptable and, accordingly, does not conflict with Taunton Deane Local Plan Policies S1 and S2 or M4.

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:

(A1) DrNo 1311_01 Proposed Plans and Elevations
(A4) DrNo 1311_02 Location Plan
(A4) DrNo 1311_03 Block Plan

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

Notes for compliance

SITE DESCRIPTION AND HISTORY

The site comprises the side garden of an existing semi-detached dwelling, 50 Brendon Road. The existing pair of dwellings occupies a corner plot and faces southeast such that it is facing the highway as one travels north up Brendon Road and, therefore, have a prominent position in the street scene. The side garden is currently laid to lawn and is surrounded by a brick wall. The existing dwelling has a

parking space to the rear, accessed from a shared, private road that serves the rear of all properties on Brendon and Quantock Road. The dwellings in the area are generally uniform in design and appearance, with semi-detached being the prevailing pattern. However, there are some short terraces, including one formed from a former pair of semi-detached dwellings around the corner at 45 Brendon Road.

PROPOSAL

This application seeks full planning permission for the erection of a new dwelling in the existing side garden of 50 Brendon Road. It would be added to the side of the existing pair of semi-detached dwellings, such that it formed a terrace of 3. A hipped roof would be provided on the new end wall and a chimney added at the join of the properties, mimicking those on existing dwellings. A single storey lean-to projection would be added to the rear.

Parking would be provided in a bank of 3 spaces to the rear, accessed from the existing private lane.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

SCC - TRANSPORT DEVELOPMENT GROUP – Awaited, however, at pre-application stage, the Local Highway Authority commented that there was no objection in principle. 4 bedroom dwellings should provide 3 car spaces. It would appear that the houses in the area were designed with access and parking areas located to the rear, via a private (un-adopted) access road. It was noted that there is a 'no entry' sign located at the access point nearest to this development, however, it should be noted that this is a private lane and is not the subject of any Traffic Regulation Order that would legally prevent drivers from entering the access at the point marked by the 'no entry sign'.

An additional dwelling in this location, deriving access from/onto this lane and its associated junctions is unlikely to result in a significant increase in traffic over and above what could occur currently. However, it was noted that visibility for vehicles emerging to see and be seen is obstructed by the hedge located in the garden of no 50 Brendon Road. Therefore, in the event of an application being made, would seek that improvements are made in respect of visibility in the interest of highway safety for users of this lane when emerging onto Quantock Road.

WELLINGTON TOWN COUNCIL – No objection.

Representations

None.

PLANNING POLICIES

W1 - TDBCLP - Extent of Wellington,
STR2 - Towns,
STR4 - Development in Towns,
S1 - TDBCLP - General Requirements,

DETERMINING ISSUES AND CONSIDERATIONS

The site is within the settlement limit of Wellington and the development is, therefore, considered to be acceptable in principle. The main issues in the consideration of this application are the impact on the character and appearance of the area, the impact on residential amenity and the impact on highway safety.

Character and appearance of the area

As noted above, the area is characterised by generally uniform dwellings in a spacious semi-detached layout. However, there are examples of short terraces, including one resulting from an almost identical proposal to the current application, permitted last year.

This application site is in a prominent location on Brendon Road, being on a corner plot at the junction with Quantock Road and facing down Brendon Road when viewed by traffic approaching from the south. However, it can be seen that there is sufficient space within the plot to accommodate the dwelling and it is considered that the matching design would generally preserve the character of the area. The building line of the existing dwellings would be preserved and the proposed dwelling would not extend significantly past the established building line of Quantock Road. Given the contrary orientation of the proposed dwelling to the neighbouring dwellings in Quantock Road, this alignment is considered to be acceptable.

Residential amenity

The proposed dwelling would add further windows facing 1 Quantock Road to the rear. The first floor windows would be 12 metres from the boundary, although they would face the gable end of 1 Quantock Road and would not result in any overlooking of the dwelling. In terms of the garden areas of 1 Quantock Road, any overlooking would be from the same plane as the existing 50 Brendon Road and is not considered to be harmful. Due to the location on the corner plot, there would not be any undue overlooking of any other neighbouring properties.

The proposal would result in a loss of amenity space to 50 Brendon Road. However, the front garden has been enclosed by high hedges and this provides a further private garden area, in addition to the small area including the car parking area to the rear. Accordingly, it is considered that sufficient private amenity space is retained for the existing, and proposed for the new dwellings.

Highway safety

The proposal seeks to provide access from the rear, off the existing private road. The hedges referred to by the Highway Authority in their pre-application consultation have now been removed and, so, do not obstruct visibility. It is considered that any increase in traffic over this lane, which serves a considerable number of existing dwellings, would not be significant. Therefore, there would not be any harm to highway safety.

With regard to the above, 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 1988.

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