

ERECTION OF DETACHED COMBINED COVERED CAR PORT/BIN STORE/BIKE STORE AND GARAGES TO SERVE NUMBERS 1 AND 2 ST MICHAEL COTTAGES, VICARAGE LANE, CREECH ST MICHAEL

Grid Reference: 327410.125335

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

The proposal is considered not to have a detrimental impact upon visual or residential amenity and is therefore considered acceptable and, accordingly, does not conflict with Taunton Deane Local Plan Policies S1 (General Requirements) and S2 (Design). The manoeuvring space is less than that normally sought, however the space is sufficient for smaller cars, and should not have any detrimental impact on the neighbouring highway, in accordance with Taunton Deane Local Plan Policies S1 and 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:

(A4) Location Plan
(A4) DrNo 1199/P01 Site Plan
(A4) DrNo 1199/P02 Proposed Garage and Site Sections
(A4) DrNo 1199/P03 Proposed Garage Plan
(A4) DrNo 1199/P04 Proposed Roof Plan
(A4) DrNo 1199/P05 Proposed SW Elevation
(A4) DrNo 1199/P06 Proposed Southeast/Northwest Elevations
(A4) DrNo 1199/P07 Proposed Northeast Elevation

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the garage element hereby permitted shall not be used other than for the parking of domestic vehicles and not further ancillary residential

accommodation.

Reason: In order to provide parking spaces in accordance with Taunton Deane Local Plan Policy M4.

4. The area allocated for parking and turning on the submitted plan shall be kept clear of obstruction at all times and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: To ensure that there is adequate space within the site for the parking and turning of vehicles clear of the highway in accordance with Taunton Deane Local Plan Policy M4.

Notes for compliance

1. Whilst it would appear from the application that the proposed development is to be entirely within the curtilage of the application site, care should be taken upon the commencement and during the course of building operations to ensure that no part of the development, including the foundations and roof overhang or any guttering will encroach on, under or over the adjoining property.

PROPOSAL

The application is for the erection of a block containing a pair of single garages, and two carports to the north-east of two newly erected semi-detached properties built as part of a scheme comprising the replacement vicarage at Creech St Michael. The structure would be 13m wide and 5.35m deep, with a hipped slated roof covering the garages and two flat roof areas for each car port. The sides would be stained timber boarding, the rear, where it abuts the fence to the neighbours would be UPVC cladding up to a height of 1.5m with timber cladding above the fence. The carports would be for storage of bins and bikes.

The application is before Committee as one of the applicants is related to a member of staff.

SITE DESCRIPTION AND HISTORY

The properties are sited in a short private drive to the south-east of Vicarage Lane. Properties are sited approx 25m to the north-east of the main wall to the new dwellings. The area was previous designed as a parking area for four cars and a bin/cycle store. A concrete slab has already been constructed, almost up to the intervening fence. The area for manoeuvring between the front steps/slope to the front porches and the fronts of the carports/garages is restricted. The distance between the carport and No.1 is 4.8m and the distance between the garage and No.2 is 4.62m as measured.

History:- 14/10/0009 - Demolition of Vicarage and erection of replacement Vicarage

with Parish Office and 2 No Dwellings with associated access at The Vicarage, approved 29/09/10.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

SCC - TRANSPORT DEVELOPMENT GROUP - The site itself is located along Vicarage Lane a designated unclassified highway to which 30mph speed limit applies past the site although, whilst on my site visit I observed that vehicle speeds and traffic movements along Vicarage Lane are low.

In detail, the proposal seeks to erect a detached garage with car ports and bin storage. Having made a site visit and studied the submitted drawings, it is clear to the Highway Authority that the area allocated for turning directly in front of the proposed garages lacks the desired width to allow a vehicle to make a three point manoeuvre. However, although the Highway Authority would wish to see segregated vehicle turning area, the site obtains access from/onto an unclassified highway, where vehicle turning is not necessarily required.

Taking into account the above information I raise no objection to this proposal and if planning permission were to be granted I would require conditions.

CREECH ST MICHAEL PARISH COUNCIL - comments awaited

SCC - DEVELOPMENT CONTROL ARCHAEOLOGIST - As far as we are aware there are limited or no archaeological implications to this proposal and we therefore have no objections on archaeological grounds.

Representations

None received at the time of report writing.

PLANNING POLICIES

AHAP - Areas of High Archaeological Potential,
EN12 - TDBCLP - Landscape Character Areas,
EN23 - TDBCLP - Areas of High Archaeological Potential,
S1 - TDBCLP - General Requirements,
S2 - TDBCLP - Design,
M4 - TDBCLP - Residential Parking Provision,

DETERMINING ISSUES AND CONSIDERATIONS

The original plan was for an open parking area in front of the two properties, which also included the area for bins and cycle parking. The new garages/carports will be partially seen from the adjacent Vicarage Lane, due to the walls and fences fronting the road and the new drive. The design of the new structure is considered to be acceptable, and is appropriate to the new development and the character of the area. The garages/carports are not considered to have any detrimental effect on the neighbours.

The main issue is the distance between the fronts of the garages/carports and the

fronts of the properties with their respective slopes/steps which restrict any over-sailing which may otherwise occur. Normally a distance of 6m is sought for manoeuvring between garage/car port openings and any structure opposite. The drive is private and any manoeuvring should take place within this area and not on the public highway, therefore this situation is considered to be appropriate.

The proposal is considered to be acceptable subject to conditions.

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

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