

49/18/0010

MRS S HAYMAN

Erection of 1 No. bungalow in the garden and formation of parking to serve both houses at 50 Northgate, Wiveliscombe

Location: 50 NORTHGATE, WIVELISCOMBE, TAUNTON, TA4 2LF

Grid Reference: 308156.128202

Full Planning Permission

Recommendation

Recommended decision: Refusal

- 1 The location of the proposed detached dwelling is harmful to the appearance and character of the area as it does not reflect the surrounding built context and does not define or enhance the existing street scene. The proposal, by way of its positioning would lead to a cramped development resulting in a poor level of amenity for future residents of the building as well as adverse impact on neighbouring amenity and an under provision of parking. The proposals are therefore contrary to the requirements of Policies DM1 and DM4 of the Taunton Deane Core Strategy 2012 and Policy D7 of the Site Allocations and Development Management Plan 2016.

Recommended Conditions (if applicable)

Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council works in a positive and pro-active way with applicants and looks for solutions to enable the grant of planning permission. However in this case the applicant was unable to satisfy the key policy test and as such the application has been refused.

Proposal

Erection of 1 x 3 bedroom bungalow in the garden and formation of parking to serve both houses at 50 Northgate, Wiveliscombe.

The proposed bungalow would measure approximately 9.5m wide x 10m long with an overall ridge height of 4.9m and be constructed in red brick and have a hipped roof clad in dark brown concrete tiles to the roof. The proposed windows and doors will be white upvc and is of standard design.

The bungalow would be served by 2 car parking spaces from the shared tarmac entrance lane and rear access to no.50 Northgate.

Garden areas serving the bungalow will be to the side and rear. A 1.8m high close boarded fence is proposed along the north eastern boundary with Dixon Close where there currently exists post and rail fencing.

Site Description

The proposed development site is located within the extended curtilage of 50 Northgate, which is to the rear of garaging accessed via an un-adopted private way. The dwelling houses within the area are typically two storey semi-detached former LA properties with red brick and double Roman/concrete roof tiles.

The site is currently the front garden area of the dwelling, sited to the north of a group of garages. It is noted that the ground level of this plot is significantly higher than the land on the northeast which is the residential development known as Dixon Close, and in particular the rear of no. 15 and 17 (semi-detached 2 storey houses). Further on the north eastern boundary of the site (proposed parking/turning is the side of no 19 Dixon Close. There is currently a 1.8m high closed boarded fence erected on land to the rear of the Dixon Close gardens (eastern boundary with site), however, this is set lower than the land level of the site.

The northern eastern corner of the site and the adjoining parking area for Dixon Close currently has a post and rail fence boundary. The northern boundary adjacent to no 50 Northgate) and adjoining no. 40 Northgate comprises of various timber buildings and timber fences.

The site is accessed by a drive serving the fronts of the dwellings and the garage blocks. The dwellings on Northgate are two storey, but there are bungalows along Style Road.

The area directly adjoining 50 Northgate is laid to gravel.

Relevant Planning History

49/07/0022, Erection of dwelling, land at 50 Northgate, Conditional approval on 28/6/07

49/10/0031/REX, Erection of dwelling at 50 Northgate (Replace extant permission for application 49/07/0022), conditionally approved on 6/8/10

49/14/0026, Erection of new build bungalow at 50 Northgate, conditionally approved on 8/8/14

49/17/0009, Erection of 1 bungalow with parking and associated works land adjacent to 50 Northgate, Withdrawn, 15/05/17.

Consultation Responses

WIVELISCOMBE TOWN COUNCIL - The Town Council support this application with the following observations:

- There should be at least a parking provision for 2.5 cars as stated in SCC

- minimum regulations standards.
- It should also have a 16 amp car charger point installed in the property to charge electric vehicles.

SCC - TRANSPORT DEVELOPMENT GROUP - Standing Advice.

WESSEX WATER - Thank you for your consultation in respect of the above. I attach a map showing the approximate location of the public foul sewers and water supply mains close to the proposal.

There is an existing sewer in the adjacent road which according to our records is just 100mm diameter and designed to convey foul flow only from no more than 10 dwellings. Due to size measures must be taken by households to ensure items are not disposed of to the sewers which can cause sewer blockages and lead to sewer flooding. Items which must be bagged and binned include wet wipes and fats, oils and grease (FOGS). Application details for foul and water supply connection are available on our website.

The proposal for soakaways is supported which will be subject to building control, your Authority will need to be satisfied that sufficient space has been allocated within the site layout and that sufficient infiltration rates can be achieved. There must be no surface water connections to the public foul sewer.

The proposal according to the EA flood risk maps is located in an area at risk of surface water flooding. Your Authority will need to be satisfied that the proposal will not be liable to surface water flooding or cause an increased risk of flooding elsewhere.

Representations Received

None

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan for Taunton Deane comprises the Taunton Deane Core Strategy (2012), the Taunton Site Allocations and Development Management Plan (2016), the Taunton Town Centre Area Action Plan (2008), Somerset Minerals Local Plan (2015), and Somerset Waste Core Strategy (2013).

Relevant policies of the development plan are listed below.

DM1 - General requirements,
CP8 - Environment,
D7 - Design quality,
A1 - Parking Requirements,

D10 - Dwelling Sizes,
D12 - Amenity space,

This takes into account the recent adoption of the SADMP.

Local finance considerations

Community Infrastructure Levy

Creation of dwelling is CIL liable.
Proposed dwelling measures approx. 74.5sqm.

The application is for residential development outside the settlement limits of Taunton and Wellington where the Community Infrastructure Levy (CIL) is £125 per square metre. Based on current rates, the CIL receipt for this development is approximately £9,500.00. With index linking this increases to approximately £12,500.00.

New Homes Bonus

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

1 Year Payment

Taunton Deane Borough	£1,079
Somerset County Council	£270

6 Year Payment

Taunton Deane Borough	£6,474
Somerset County Council	£1,619

Determining issues and considerations

The main issues and considerations in this case are;

- Principle of development
- Impact on the character and appearance of the area
- Impacts on residential amenity
- Highway Safety

Principle of development

The site is located within the settlement limit of Wiveliscombe where Core Strategy Policies SP1 and CP4 support the provision of new residential development. The issues to consider therefore are, the impact of the proposed dwelling upon the character of the area, visual and residential amenity and highway safety.

Impact on the character and appearance of the area

The proposed development lacks any special architectural merit but the surrounding

residential area similarly lacks any great character, however there is a mix of both brick and render in the vicinity and both two storey dwellings and bungalows. The building would be secluded, in a constrained site and be screened by existing hedgerows and the garages to the South of the site. Whilst the proposed dwelling is not of a high quality design, the development is considered to be backland development in a currently open garden area/open space behind existing garaging. Therefore developing this site needs to carefully consider the impact upon visual character and amenity of the area.

It is noted that planning permission has been granted on this site in the past for a larger dwelling but this was prior to the adjoining fields being developed and the estate at Dixon Close being constructed. It is therefore considered that the development is out of character in terms of the siting of the surrounding built form which leads to a cramped development when considering the local context. The development is therefore contrary to policy DM1 of the adopted Core Strategy 2011-2028.

Impacts on residential amenity

With regard to neighbouring amenity, it is noted that no representations have been received from the locality.

The proposed bungalow will largely look out over the neighbouring residential estate and particularly numbers 15 and 17 Dixon Close. As previously stated the land level of the site is much higher than that of Dixon Close and the proposed dwelling would face directly towards the rear of the two storey semi-detached houses with the distance of the rear eastern gable approximately 5m from the gable to the closest point of the boundary and then measuring 9m at the widest point.

A 1.8m high close boarded fence is proposed along the adjoining north-eastern boundary of the single storey bungalow and a set of 4- bi-fold doors of the proposed living room/kitchen would be inserted on the eastern gable facing the neighbours.

On the western elevation facing onto the access lane and towards no 50 Northgate, would mainly face an existing tall 4m+ high thick leylandii type hedge. The proposed windows on this western elevation would serve the side of the entrance hall and bedroom 2 and the distance from this elevation to the boundary is approximately 2m (1m of which is the existing hedge).

On the proposed southern elevation two windows are proposed serving bedroom 1 and the kitchen, however the existing garaging as shown on the submitted block plan are only 1m from the boundary walls to the rear walls of the garaging.

The northern garden area of the bungalow and the proposed entrance of the dwelling measures approximately 3m from the northern elevation to the boundary with the two parking spaces and turning area beyond this.

The proposal cannot be supported in principle given the dwellings relationship with the newer dwellings east of the site and the impact that would be caused on their residential amenity due to the cramped site which would lead to overbearing impact and possible loss of amenity to the proposed occupants of the bungalow and on adjoining neighbours to the east in terms of overlooking. Therefore the development

would be contrary to policy DM1 of the Taunton Deane Core Strategy.

Highway Safety

The access currently serves a number of dwellings and a garage block of 14 garages from Style Road. Typical movements for a residential dwelling are on average 6-8 movements per day and therefore in this respect considered minimal and highway safety will not be significantly impacted upon as a result.

SCC have returned comments of 'Standing Advice' from their adopted Parking Strategy (adopted in 2013). Standing advice requires:

- Provision of adequate drainage so that surface water does not drain from the site onto the highway or vice versa.
- The access should have a minimum width of 3m
- The access should be properly consolidated for the first 5m and must not exceed a gradient of 1 in 10 for the first 6m from the edge of the adopted highway.
- Vehicular entrance gates should be set back a minimum distance of 6m from the carriageway edge and should open inwards. Pedestrian gates should open inwards.
- On site turning space should be provided where the proposal derives access from a classified road.
- Turning will be required, independent of the necessary parking provision where an access is onto a classified road.
- Parking for 2.5 vehicles = Visitor parking (in Zone B, including Wiveliscombe).

Parking and turning space is shown on the submitted block plan (Dr.No. 2911 - 17 -02). The planning history for this site can be seen above and it is noted that the previous application ref 49/17/0009 was withdrawn due to concerns expressed over the size of the dwelling and the proposed parking in that instance. This proposal, shows a similar sized dwelling, with garden area directly adjoining the bungalow with the associated 2 parking spaces plus turning and 2 spaces for no. 50 Northgate to the north and west.

No details have been stated regarding the requirement of 3 cycle spaces (1 per bedroom), electric charging points or on the proposed waste storage.

Due to the lack of all of the required details and that only 2 spaces per the host dwelling and the proposed bungalow there is an under provision of parking and therefore this is contrary to planning policies DM1 of the adopted Core Strategy and policy A1 (parking) of the adopted SADMP (Site Allocations and Development Management) 2016.

To conclude, from the issues as discussed above it is considered the proposal would result in an unsuitable cramped form of development and is recommended that this proposal is refused.

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

Contact Officer: Sue Keal