

52/09/0053

MR P GRANT

**ERECTION AND ALTERATION OF EXTENSION AND FOUR-BAY CAR PORT.
DEMOLITION OF TWO-BAY GARAGE AT HILLCROFT HOUSE, 2 JEFFREYS
WAY, COMEYTROWE**

319964.123574

Full Planning Permission

PROPOSAL

The application is before committee because the applicant is a Council employee.

This application seeks full planning permission for the extension to an existing dwelling. The extension would be slightly smaller than that previously permitted (also determined by Planning Committee in terms of its total footprint. However, it would be orientated differently on the site, such that the dwelling is extended towards the highway. The two storey extension would extend the existing ridge and eaves lines and a new bay window would be provided on the west elevation. A new entrance door with porch canopy would be provided on the north elevation, facing the highway. A further two-storey section containing a porch at ground floor and en suite bathroom at first floor would be added to the east elevation. New first floor windows on the east elevation would serve bathrooms and would be obscure glazed. The dwelling and extension would be re-roofed as part of the proposal with a concrete interlocking tile and the extension would be finished with render on a brick plinth, with brick detailing.

The application also proposes a detached wooden car port, to be sited in the northwest corner of the site. This would have 4 bays and would be finished with timber cladding under a cedar shingle roof.

SITE DESCRIPTION AND HISTORY

The site comprises a detached dwelling and its curtilage. The dwelling is typically early 20th Century, double fronted with bay windows and a porch canopy, although it appears to be set with the principle elevation away from the road overlooking the surrounding countryside. The existing dwelling has rendered walls, UPVC windows and a double hipped slate roof. To the north of the dwelling, a detached double garage stands between the dwelling and the highway.

The northern site boundary (to Jeffrey's Way) is formed of a strong hedge, behind a deep highway verge. To the south, a post and wire fence separates the site from surrounding agricultural land, which falls away from the site. There are neighbouring dwellings on both sides which, like several others in the vicinity are set on spacious plots. The dwelling to the east is of similar character to that on the application site, whilst that to the west, although probably contemporary with the application site is in a more modernist style with a flat roof.

Application 52/09/0024 granted full planning permission for the extension to the dwelling. The extension proposed a new 'wing' to the dwelling set alongside the

existing, joined by a lower linking section.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

SCC - TRANSPORT DEVELOPMENT GROUP - The proposal will provide space for four vehicles which is above the maximum requirements set out for residential units with more than four bedrooms within the Local Transport Plan. However it is thought that this proposal would not see an increase in vehicle movements and the access will remain unaltered with suitable visibility in either direction. No objection is raised and a condition is recommended that the garage is used only for domestic purpose and not for any business use.

COMEYTROWE PARISH COUNCIL - No comments received.

TRULL PARISH COUNCIL - No observations to make.

Representations

The neighbours to the west has confirmed that they have no comments to make. No other representations have been received.

PLANNING POLICIES

S1 - TDBCLP - General Requirements,

S2 - TDBCLP - Design,

H17 - TDBCLP - Extensions to Dwellings,

M4 - TDBCLP - Residential Parking Provision,

DETERMINING ISSUES AND CONSIDERATIONS

The extension of a dwelling is acceptable in principle and, indeed, an extension on the scale proposed is established by the extant planning permission. The main issues are the design of the proposal and the impact on neighbouring property.

The existing dwelling is unusually positioned on the site as the elevation that is visually the 'front' faces away from the highway. The existing 'public' elevation has very few openings and, from within the site is dominated by a flat roof single storey extension and flat roofed double garage to the front; although these additions are shielded from the main public view by a roadside boundary hedge. The proposal would result in the removal of the single storey structures and their replacement with the proposed extension.

The resultant dwelling would be closer to the highway, although there is no established building line as such, and the existing dwelling is set deeply into the site, further back than many dwellings in the surrounding area. It will be no closer to the highway than the existing garage, although this feature is not readily visible from outside the site, whereas the extension will be. Due to the arrangement of surrounding dwellings, it is not considered that the proximity to the highway will make the dwelling unreasonably dominant in the street scene.

When viewing the site from the west, the dwelling will be seen through the existing access. The new elevation, although long, would be punctuated by the existing

entrance porch and a new, two-storey, bay window. It is considered that this elevation is respectfully designed and sits comfortably within the site.

Where the impact will be noticed is when viewing the site from the east, when the length of the new elevation will be particularly noticeable, especially due to its proximity to the neighbouring site boundary. However, the elevation will be punctuated by windows at first floor level, and it is considered that these will break the elevation satisfactorily. Taking these considerations together, the proposed design will be satisfactory and integrate acceptably into the surrounding street scene. It is considered that a condition should be imposed to prevent the proposal being implemented in addition to the existing planning permission, to prevent over development of the site.

The proposed car port will be located along the western site boundary, in the north west corner of the site. This would be a low-key subservient structure and, although large, would be commensurate with the size of the dwelling. The highway authority have recommended a condition that the garage is not used for business uses, but a condition would be unnecessary as a change of use to anything other than domestic purposes would require planning permission.

The proposal would not be any closer to the neighbouring dwelling to the west than the existing permission. The separation will remain large and the extra bulk is not considered to be overbearing on this dwelling. The new windows are a sufficient distance away to prevent any unreasonable overlooking.

The neighbouring dwelling to the east will feel a greater impact, due to the proximity of the proposal to the site boundary, extending the built form along their common boundary. However, the neighbouring dwelling has a garage adjacent to the application site, providing some separation between it and the main part of the dwelling. The proposal will affect the front garden rather than the private amenity space to the rear and given the layout of the adjoining dwelling, it is not considered that the proposal would be unreasonably overbearing on it. New first floor windows in the east elevation would be obscure glazed and this will prevent any unacceptable overlooking.

It is not considered that any other dwellings would be unreasonably affected by the proposal.

With regard to the above, the proposal is considered to be acceptable. It is, therefore, recommended that planning permission is granted.

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

The proposed development is acceptably designed and will not impact unreasonably upon other nearby property or the street scene. It, therefore, is acceptable and in compliance with Policies S1, S2 and H17 of the Taunton Deane Local Plan.

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. Only those materials specified in the application shall be used in carrying out the development hereby permitted unless otherwise agreed in writing with 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.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) any first-floor window installed in the east elevation of the building shall be obscured glazed and non-opening (unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed) and shall not be modified thereafter without the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of nearby dwellings in accordance with Policy S1(E) of the Taunton Deane Local Plan.

4. The development hereby permitted shall not be implemented with any part of the development granted planning permission by virtue of application reference 52/09/0024 dated

Reason: To prevent overdevelopment of the site to protect the amenities of the surrounding area, in accordance with Policy S1 of the Taunton Deane Local Plan.

Notes for compliance

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1988.

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