

49/10/0034

MR M FRY

DEMOLITION OF GARAGE/STORE AND ERECTION OF SINGLE STOREY ONE BEDROOM DWELLING AT LAND TO THE REAR OF 16 STYLE ROAD, WIVELISCOMBE

Grid Reference: 308267.12808

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Refusal

RECOMMENDED CONDITION(S) (if applicable)

1. The proposed development would give rise to an intensification of an existing sub-standard access. Furthermore, the scheme does not incorporate adequate turning facilities to enable a vehicle to enter and leave the highway in forward gear and fails to incorporate necessary visibility splays at the access point with Golden Hill. The proposal is therefore contrary to Policy 49 of Somerset and Exmoor National Park Joint Structure Plan Review and Policy S1 of Taunton Deane Local Plan.
2. The proposed layout, due to the restricted size of the plot, is considered unacceptable and would have a detrimental impact on the residential amenities of future occupiers. The plot would be severed by an existing vehicular/pedestrian right of way immediately to the front of the living accommodation. The restricted turning area, together with the retention of parking provision to serve No. 16 Style Road, would be likely to give rise to noise and light disturbance to the future occupiers of the dwelling. Moreover, the occupiers would have little privacy by reason of the proposed parking layout and the vehicular access serving Hillview. The proposal is therefore contrary to Policy STR1 of Somerset and Exmoor National Park Joint Structure Plan Review and Policies S1 and S2 of Taunton Deane Local Plan.

Notes for compliance

PROPOSAL

Planning permission is sought for the demolition of a garage/store and the erection of a single storey dwelling. The floor plan indicates a one bedroom self-contained unit of accommodation; external dimensions measuring 7.6m x 11.65m. The dwelling would be finished with render under a part slate, part sedum roof, to enable a living green roof installation. The proposal also incorporates solar panels on the south

elevation. All fenestration is proposed to be timber. The proposed dwelling would incorporate part of the curtilage of No. 16 Style Road to provide amenity space and parking area. The parking area would provide one space for the new unit and retain two spaces for the existing property, No. 16.

SITE DESCRIPTION AND HISTORY

The existing garage/store comprises a single storey building constructed of concrete block under a corrugated roof. The site is located within the designated Conservation Area of Wiveliscombe; the settlement is a Rural Centre. The site is currently served by a single track lane, off Golden Hill, which provides access to the garage and parking area for No. 16 Style Road and a bungalow, known as Hillview.

An application for a two storey dwelling on the site was withdrawn in 2005, reference 49/05/0065.

CONSULTATION AND REPRESENTATION RESPONSES

PARISH COUNCIL – The proposal is considered not to have a detrimental impact upon visual or residential amenity and is therefore considered acceptable.

CONSERVATION OFFICER – The proposed dwelling is on the border but just within Wiveliscombe Conservation Area. The existing building is of no historic significance and does not positively contribute to the Conservation Area. The proposed dwelling looks to have a fairly low impact. The properties in the vicinity are not on any particular axis so it will not disrupt the historic settlement pattern. It is an unusual design and not in keeping with the Conservation Area but I do not consider that it will have a detrimental impact on the Area's character or appearance.

HIGHWAY AUTHORITY – As the planning officer will be aware this site was the subject of a previous application, see 49/05/0065, whereby the Highway Authority (HA) raised issues regarding the access from/onto Golden Hill. In addition pre-application advice was sought by the applicant with the HA, prior to submission where previous access issues were reiterated.

The proposal is located within the development limit of Wiveliscombe and I have no objection in principle. In detail, the proposal seeks to erect a new (one bedroom) dwelling at the rear of 16 Style Road and it would appear that the applicant owns 16 Style Road together with the private access which will serve the new dwelling that derives access from/onto Golden Hill. In addition, Hill View bungalow has a pedestrian and vehicular right of way over the private access.

It is essential that sufficient on site parking and turning should be provided within the site (but not to the detriment of any existing use). The proposal is seeking a shared access/parking/turning arrangement with two spaces being retained for the existing dwelling, no 16 Style Road and one space provided for the proposed dwelling. The parking and turning area is restricted. It is not clear what boundary treatments may be proposed for the new dwelling, separating the small amenity area from the shared access/parking/turning area. However, currently it is likely that vehicles will overrun this amenity area due to the restricted size of the parking/turning area.

The existing access to the site is via a private un-surfaced track that does not afford sufficient pedestrian or vehicular visibility for emerging vehicles to see or be seen.

Therefore any increase in use of this access is considered to be detrimental to highway safety for all road users. The Highway Authority recommends refusal on the following grounds: increase in use of sub-standard access; insufficient visibility splays; and, lack of turning facilities.

Representations

One letter of OBJECTION has been received. Summary of objections: -

- Highway Safety – the lane to the site is narrow and un-surfaced and visibility at the exit onto Golden Hill is very poor;
- Increased danger to pedestrians, cyclists and other traffic;
- Parking plan is unclear;
- Increase pressure for on-street parking on Golden Hill;
- Ugly design;
- No site notice (planning officer comment – site notice displayed 21.09.10)

Four letters of SUPPORT have been received. Summary of support: -

- Although the new dwelling will be visible it will not intrude on privacy or enjoyment of garden;
- Improvement over existing workshop/store;
- Within keeping of Golden Hill;
- Benefit security of the immediate area;
- Improvements to drive will make access better for existing residents

PLANNING POLICIES

Section 72 of the Planning Listed Buildings and Conservation Areas Act 1990, states with respect to any buildings or other land in a conservation area 'special attention shall be made to the desirability of preserving or enhancing the character or appearance of that area.

PPS1 - Delivering Sustainable Development,
PPS3 - Housing,
PPS 5 - PPS5 Planning for the Historic Environment,
STR1 - Sustainable Development,
STR5 - Development in Rural Centres and Villages,
S&ENPP9 - S&ENP - The Built Historic Environment,
S&ENPP48 - S&ENP - Access and Parking,
S&ENPP49 - S&ENP - Transport Requirements of New Development,
S1 - TDBCLP - General Requirements,
S2 - TDBCLP - Design,
EN14 - TDBCLP - Conservation Areas,
EN23 - TDBCLP - Areas of High Archaeological Potential,
M4 - TDBCLP - Residential Parking Provision,
EN12 - TDBCLP - Landscape Character Areas,
EN23 - TDBCLP - Areas of High Archaeological Potential,

DETERMINING ISSUES AND CONSIDERATIONS

Planning Policy Statement 3 (PPS 3, 2006) encourages the effective use of land, particularly in urban locations. However, it also requires new housing to be well

integrated with, and to complement, neighbouring buildings and the local area more generally in terms of scale and layout, advising that schemes which are inappropriate in their context should not be accepted.

The principal considerations are: impact of the proposal on the character and appearance of the Conservation Area; impact on the amenity of existing and future residents; and, highway safety.

Impact on the character and appearance of the Conservation Area

The existing garage is of no historic significance and does not positively contribute to the Conservation Area – its redevelopment is therefore acceptable in principle. The proposed dwelling takes the form of a single storey building and therefore would have a low impact. The Conservation Officer acknowledges that the design is rather unusual and not in-keeping with the wider Conservation Area. However, due to its position and scale the building would not be detrimental to the Area's character or appearance. The officer also notes that the pattern of development in the immediate locality is on no particular axis; the proposal would therefore not result in any visual incongruity. The proposal therefore accords with the statutory duty imposed by Section 72 of the Planning Listed Buildings and Conservation Areas Act 1990.

Impact on residential amenity

The proposal constitutes back-land development which requires careful consideration due to the potential impact of development on existing residents and the character of the area. The dwelling by reason of its scale and siting would not result in any loss of amenity to nearby residents. The proposal would sever the existing curtilage of No. 16 Style Road (at the rear) to provide amenity and parking area to serve the proposed dwelling; however the remaining garden area to No. 16 would be adequate to provide for the recreational needs of the occupiers. The application indicates that a 1.8m timber fence would be erected to provide screening to No. 16. This is required due to the changes in levels which drop steeply from the site towards No. 16.

The proposal would give rise to amenity concerns with regards to the future occupiers of the proposed dwelling. There is an existing right of way which crosses the site immediately in front of the proposed dwelling. This vehicular/pedestrian access would divide the plot from the proposed amenity area. There is a small amenity space to the side of the proposed dwelling which is likely to be in shade given its position; the main area is located on the other side of the access track. The larger amenity area would be sited next to the parking area which the applicant has confirmed would provide 2 two spaces for No. 16 Style Road. This would lead to parking of vehicles in close proximity to the proposed amenity area and there would be little privacy to residents. Moreover, the restricted turning and position of the parking would also lead to noise and light disturbance to the occupiers of the proposed bungalow from vehicle movements.

Highway safety

The Highway Authority has raised an objection to the proposal. The scheme would lead to an intensification of the existing sub-standard access serving an additional dwelling. The Highway Authority considers that the visibility at the entrance to Golden Hill is inadequate and the proposal does not provide sufficient turning area

within the site.

Conclusion

The principle of residential development and the proposed design, scale and materials are considered acceptable and would preserve the character and appearance of the Conservation Area. Nevertheless due to the restricted size of the plot it is considered that the residential amenities of future occupiers of the dwelling would be compromised. The existing vehicular right of way, retaining parking for No. 16 Style Road, and restricted turning area would impact on the amenities of the occupiers of the proposed dwelling. Moreover, the Highway Authority has raised a formal objection to the proposal, as set out above. It is therefore recommended that the application be refused.

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

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