

42/2006/028

WEST OF ENGLAND DEVELOPMENTS

ERECTION OF 2 NO. DETACHED DWELLINGS AND ALTERATION TO EXISTING ACCESS BETWEEN 5 AND 6 BARTON GREEN AT LAND ADJOINING BARTON GREEN, TRULL

321333/122503

FULL

PROPOSAL

The application site lies within the settlement boundaries delineated in the Local Plan. To the north and west of the site lies public open space, protected from development by the Taunton Deane Local Plan policies and to the north and east lies the boundary of the Trull Conservation Area. The site comprises a grassed area, approximately 0.3 ha, with hedges around the boundaries of the site.

This proposal is for the erection of two large detached dwellings and garages with access through the drive and parking courtyard currently used by residents of the Barton Green development. To the south west and south east of the site are the rears of existing residential properties. The proposed houses have been designed to compliment the existing houses in Barton Green and amended plans have been requested to remove the rendered gables in keeping with the existing estate.

CONSULTATIONS AND REPRESENTATIONS

COUNTY HIGHWAY AUTHORITY the proposal is located within the development limit for Trull and I have no objection in principle. The following highway related comments have been made as a result of looking at submitted drawing number 3649/05. It has been noted that the surface water from the application site is to be disposed of via soakaways. The use of soakaways is dependent upon the proven existence of highly permeable strata below the surface and they should be located at least 5.0 m away from any building. Soakaways must not be located in a position where the ground below foundations is likely to be adversely affected. The layout of the modified access does not meet Somerset County Council design standards and will therefore not be adopted. Given the constraints of the existing access, it will not be possible to construct an estate road to a standard suitable for adoption. Therefore in order to qualify for an exemption under the Advance Payments Code, the road/modified access should be built and maintained to a level that the Highway Authority considers will be of sufficient integrity to ensure that it does not deteriorate to such a condition as to warrant the use of the powers under the Private Streetworks Code. The modified access should be surfaced in a bound material. The proposal to resurface the modified access using gravel could result in loose material being trafficked out onto the highway, which would not be acceptable to the Highway Authority. Dependent upon finished levels, any surface water from the shared private drive/modified access shall be intercepted by a private drainage system prior to any discharge onto the adjacent publicly maintained highway. As the proposed turning head will be sub-standard in comparison to Somerset County Council

requirements, the applicant should seek the written consent of the refuse authority. The refuse authority must be satisfied that their collection vehicles can manoeuvre within the turning space provided; otherwise excessive reversing will be required. A condition survey of the existing public highway will need to be carried out and agreed with the Area Highway Manager prior to works commencing on site. Any damage to the existing highway as a result of this development is to be remedied by the developer before occupation of the development. The applicant is advised to contact the Highway Service Manager at Burton Place, Taunton 0845 3459155. In the event of permission being granted I would recommend the following conditions are imposed:-

1. A condition survey of the existing public highway Will need to be carried out before and agreed with the Highway Authority prior to works commencing on site, and any damage to the existing highway made as a result of this development is to be remedied by the developer before occupation of the development.
2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the use of the garage hereby permitted shall not be used other than for the parking of domestic vehicles and not further ancillary residential accommodation.
3. The area allocated for parking and turning on the submitted plan shall be kept clear of obstruction and shall not be used other than the parking or turning of vehicles in connection with the development hereby permitted.
4. The driveway between the edge of carriageway and the entrance gate(s) shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details, which shall have been submitted to and approved by the Local Planning Authority.
5. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway details of which shall have been submitted to and approved by the Local Planning Authority.

Note to Applicant:- Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that a Section 184 Permit must be obtained from the Highway Service Manager, Taunton Deane Area, Burton Place, Taunton, TA14HE. Application for such a Permit should be made at least three weeks before access works are intended to commence. WESSEX WATER there are mains water supplies, sewer and surface water sewers in the vicinity of the proposal. There is Wessex water systems in the vicinity of the site and the developer need to contact WW to discuss the arrangements for new infrastructure.

LANDSCAPE OFFICER my main concern is that the northern and western boundary hedges are in a poor state of management. They are predominately elm species which are already dying off. The proposals will be clearly visible through the hedgerow from the public footpath to the north of the site and will therefore detrimentally impact on the character of the open countryside. – EN12. If the proposals are allowed the hedgerows would not longer be protected by the Hedgerow Regulations and could over a period of time become neglected or replaced with timber fencing – EN12. It would be difficult to control garden furniture, etc. extending into the gardens which given the openness of the hedgerow now and even more during the winter time is also likely to lend to a loss of rural character.

CONSERVATION OFFICER Trull's Conservation Area boundary is not well drawn, perhaps being over stretched and patchy. Given this impracticality it is hard to argue that the proposed development will impact strongly upon it, though the scheme certainly sees an intensification and spread of development around it. The scheme will undoubtedly have an impact upon the setting of the listed building just inside the

northern tip of the area. As a building standing on the edge of 'open' country this can't necessarily be considered positive. On another point, it is a shame to see such dismal pastiche designs being proposed. The hotch potch of elements combined here give the buildings an identity crisis distinctly modern.

TRULL PARISH COUNCIL support the application subject to the provision of an environmental survey .

8 LETTERS OF OBJECTION have been received raising the following issues:- development of this piece of land will threaten the future retention of the open space to the north eventually leading to the joining of Comeytrowe Lane and Trull and the loss of the open space between; the garage for plot 2 is too close to Harcombe House; as it is such a large dwelling there is no need to have a two storey garage adjacent to Harcombe House, single storey would be appropriate and it should be relocated closer to the new house; the existing boundary hedge between the site and Thatched Cottage should be protected during and after development; the proposal would lead to a loss of outlook from existing properties to the detriment of their amenity and the value of the house; building traffic to the site will cause unacceptable level of interruption to existing estate residents; wet mud on the roads during construction may create a highway danger, especially to children walking to school; the site was an orchard before being used as an informal play area and not a grassed field; the size and bulk of the dwellings should be reduced to have less impact on the amenity of Goosemoor; the established hedgerow must be retained; there should be no windows in the first floor of plot 2 overlooking Goosemoor; the properties should be set down in the site to reduce the impact outside of the site; proposed parking seems inadequate for the size of dwelling proposed; the increased use of the existing parking courtyard and Barton Green is excessive; the site should remain undeveloped and its wildlife protected for the future; the site is urban open space and should not be developed; the plots seem too small for the size of dwelling; I understand this is to be considered at the end of August but this is too soon for local residents to comment; more neighbours should have had letters from the council; Barton Green is single width and unsuitable for additional traffic associated with two new dwellings let alone the construction traffic that will need to get to the site; there is no where for construction workers to park; users of the existing parking courtyard will be unable to access their parking spaces and garages; the existing garage courtyard is used by 6 properties to park up to 13 cars either in the garages or parking areas; cars driving out of garages 6 & 7 have limited visibility and exit straight onto the access as there is no layback area; turning into Barton Green is tight, bounded by walls appropriate for larger vehicles but not larger vehicles required for construction and deliveries and this will inevitably lead to disruption and obstruction; the parish meeting to discuss the proposal was at very short notice giving local people inadequate time to attend; the application does not include an environmental assessment and should, referring to the impact on the historic hedgerows, flora and fauna on the site; Contrary to Trull Parish Plan dated 2005 where 85% of villages wanted the green wedges to remain undeveloped; the footprint of the houses should be reduced to retain as much space to local ecology as possible; none of the materials are listed as re-cycled or of sustainable materials as detailed in the Kyoto agreement (10% within any project); no landscape management plan or waste plan; 1.2 m high boundary walls and security gates do not reflect the open character of the other houses in Trull; the security gates and

walls are not needed as this is not a high crime area and they are unsightly and will interrupt views of the open space from existing properties; Existing views of fields and Lie Hill, Castleman's Hill will be destroyed; current quiet amenity will be eroded by fumes and car noises; Plot 1 states a four bed-roomed house but the plans show 5, the games room could provide a bedroom and be let out as a separate unit; the average family size is between 3 and 5 so 5 bedrooms is not required; plot 2 shows 6 bedrooms but there is the possibility of 8 and the separate garage and studio accommodation could become a separate unit; both plots represent over-development of the site; there is a current policy of providing affordable housing; the proposal fails both the Greenfield and brownfield tests for development and should be refused;

POLICY CONTEXT

Somerset and Exmoor National Park Joint Structure Plan review policies Str4, Development in Towns; 49 Transport Requirements.

Taunton Deane Local Plan Policies S1 General Requirements, S2 Design, H2 Housing, M4 Residential parking requirements and EN5 Protected Species.

ASSESSMENT

The proposed site is within the settlement limits and considered suitable for residential development in principle. The Highway Authority consider that the proposed access would be acceptable although not suitable for adoption. The site is large enough for a higher density of development but the restricted access restricts the number of dwellings to two. Taking full advantage of this, the dwellings would provide larger accommodation improving the range of property available within Taunton Deane. Window to window distances between the proposed dwellings and the existing dwellings are in excess of the minimum standards. Both of the properties propose in excess of the 1.5 parking space required by Policy M4. Plot 1 proposes two garages with an adjacent parking space and plot two proposes 3 garages and a parking space. In this situation, with two large properties and their access through an existing parking courtyard with no spare capacity for additional cars, I consider the additional provision can be justified. The garage block for plot two, incorporating ancillary accommodation over, is located adjacent to the south east boundary 2 m from the boundary with Harcombe House garden. The applicant has declined to reduce the size of or re-site this garage block. It is argued that the 3 garages will allow one garage to be used as a garden shed, leaving two garages to park cars with a parking space adjacent; that the first floor use is not unreasonable in a house of this nature and the future use of the first floor accommodation can be fully controlled by planning conditions. As the rear wall of the garage is approximately 17 m from the rear wall of Harcombe House and no windows from the first floor accommodation will directly overlook the existing property I consider that the location and details of the garage would be acceptable. The applicant has agreed to remove the rendered gables in the proposed houses and I therefore consider that their design would be in keeping with the character of Barton Green. Proposal considered acceptable

RECOMMENDATION

Subject to the acceptable views of the Nature Conservation & Reserves Officer by 17th October, 2006 the Development Control Manager in consultation with the Chair/Vice Chair be authorised to determine and permission be GRANTED subject to conditions of time, materials, landscape management plan and reinforcement planting, retention of boundary hedges, protection of hedges during construction, removal of permitted development rights for fences, public highway condition survey and any damage made good, parking for ancillary domestic cars only, parking and turning areas free from obstruction, disposal of surface water, no new windows in eastern gable end of garage for plot 2, accommodation ancillary to plot two, no new windows in south elevation of garage/fitness games room as shown on the submitted plans of plot 1. Notes re percolation tests and soakaways, secure by design, energy conservation, and water conservation.

REASON(S) FOR RECOMMENDATION:- The proposed residential development is within the settlement limits of Trull and is considered to be in accordance with Somerset and Exmoor National Park Joint Structure Plan Review Policies STR4 and 49 and Taunton Deane Local Plan Policies S1, S2 and H2.

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

CONTACT OFFICER: 356467 MRS J MOORE

NOTES: