

42/14/0065

MR & MRS R CURTIS

REPLACEMENT OF GARAGE WITH ERECTION OF TWO STOREY SIDE EXTENSION AT 12A TRULL GREEN DRIVE, TRULL

Location: 12A TRULL GREEN DRIVE, TRULL, TAUNTON, TA3 7JL

Grid Reference: 321555.122305

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

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:

(A3) DrNo J99/04B Proposed Ground Floor and First Floor Plans
(A3) DrNo J99/05A Proposed Elevations
(A3) DrNo J99/06A Site and Location Plan

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 with or without modification) the first floor window to be installed in the side (south) elevation of the extension shall be obscured glazed and non-opening (with only opening parts of the window more than 1.7 metres above the floor level). The type of obscure glazing shall be of level 3, 4 or 5 obscurity, unless otherwise agreed in writing with the Local Planning Authority and shall thereafter be so retained.

Reason: To protect the amenities of nearby dwellings in accordance with Policy DM1(E) of the Taunton Deane Core Strategy.

Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the applicant and has negotiated amendments to the application to enable the grant of planning permission.

PROPOSAL

12A Trull Green Drive is a brick and tile dwelling towards the end of the cul-de-sac. The property is of a monopitched roof design with varying ridge heights, set within a row of four similar style properties, linked by flat roof garages. To the rear is Fairview Terrace, a row of properties facing Wild Oak Lane, which lie within the Conservation Area. To the front of the property, an area is laid to grass, with a driveway providing two off road parking spaces.

This application seeks planning permission for a two-storey extension to the side, to replace the garage and create an enlarged kitchen and dining area with an en-suite bedroom above. The scheme originally proposed involved a gabled roof design, which protruded forward to the same extent as the existing garage.

Following concerns raised by the case officer, the design was amended to a monopitched style roof to reflect the element to which it would be attached and set back from the front. It is also proposed to fix and obscurely glaze the first floor side window.

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

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

Consultation period still running at the time of writing. Any further representations received will be updated on the committee update sheet.

TRULL PARISH COUNCIL - No comments received at the time of writing

HERITAGE - No comments received at the time of writing

Representations

Letter received from the occupiers of 12 Trull Green Drive raising the following points:

- Concerns regarding how works will affect their garage and stating preference for how works should be carried out.
- Object strongly to interference with structure of part of our property that could de-stabilise our garage.
- Little space between 12a and 12.
- Concerns that south facing wall is to be render, which is out of character.

PLANNING POLICIES

DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
H17 - TDBCLP - Extensions to Dwellings,

LOCAL FINANCE CONSIDERATIONS

None

DETERMINING ISSUES AND CONSIDERATIONS

The proposed extension, as amended, would be of monopitched roof design and fenestration to match and would therefore appear in keeping with the existing dwelling. Following the receipt of amended plans, the extension is set back from the front, reflecting the stepped appearance of the property and creating an element of subservience. As such, the proposed extension is not deemed to appear dominating to the existing dwelling. In view of the wide gap between the existing properties, the extension would be clearly visible from the road, however by virtue of the amended design, it is not considered to appear unduly prominent, to the detriment of the street scene. A concern is raised by the neighbour regarding the use of render on the south elevation. The extension is shown to be constructed in brick on both the proposed elevations and application form and therefore no weight is attached to this concern.

The extension would bring the property close to the boundary with no.12. Over the boundary at no.12 is the flat roof garage, with the two storey element to the other side of this. A window lies in the side elevation of no.12, facing the proposed extension, which is understood to serve the stairs. Whilst the extension would come closer to this window, as it does not serve a habitable room, there are no concerns regarding loss of light. Due to the staggered nature of the properties, it is acknowledged that the extension would protrude to the rear of no.12. However, the rear windows to no.12 are separated from the extension by the garage width and the extension would not protrude significantly. As such, the scheme is not deemed to result in a loss of light to the rear windows or garden area of no.12. It is proposed to incorporate a window in the side elevation of the proposed extension, which is shown to be fixed and obscure on the amended floor plans and is not therefore deemed to result in any increased overlooking of the adjacent property. The occupiers of no.12 raise concern that there is little space between the two properties, however, on the basis of the above, the proposal is not considered to cause any harm to the living conditions of the occupiers of that property or other nearby properties.

Whilst the extension would result in the loss of the garage, the revised plans show two car parking spaces within the site. This is considered a sufficient level of parking, being the equivalent of the current situation (one space within the garage and one space to the front). There are therefore no concerns regarding any increased pressure, beyond the current situation, to park on the adjacent highway. The proposal is not therefore considered to lead to an increased impact upon highway safety.

The occupiers of the adjacent property raise several points as to how they would wish to see the works carried out and concerns regarding structural interference that could de-stabilise their garage. The Local Planning Authority in considering this application must assess the end impact of the new extension on the amenities of neighbouring properties. The Local Planning Authority cannot get involved with how the applicants choose to undertake the works. These points are civil matters, to be agreed between the relevant parties, rather than planning matters and therefore

limited weight can be attributed to these issues.

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

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