

38/2004/061

MITCHELL DEVELOPMENTS LTD

**DEMOLITION OF EXISTING DWELLING & COMMERCIAL GARAGE BUILDINGS
AND THE ERECTION OF A BLOCK OF 15 FLATS AT EASTWICK FARM COTTAGE,
EASTWICK ROAD, TAUNTON.**

23250/26473

FULL PERMISSION

PROPOSAL

The proposal is for the demolition of an existing 2 storey semi-detached dwelling and associated single storey commercial garage/workshop and storage buildings and the construction of three linked blocks of flats. The blocks are two storey in height but provide accommodation within the roof structure providing a two and a half storey development. The development would provide seven one bed-roomed flats, 4 two bedroomed flats and 4 studio flats (bedsitting room) making 15 in total. The proposal is designed at a similar height to the two storey dwelling and would be constructed half brick and half render with double roman tiles. The proposal would use the existing vehicular access and drive with a bin store adjacent to the northern boundary. There are no proposed on site car parking or turning areas.

CONSULTATIONS AND REPRESENTATIONS

COUNTY HIGHWAY AUTHORITY whilst there is no objection to residential development in principle I would require 1 parking space per dwelling, a turning area and acceptable access details. COUNTY ARCHAEOLOGIST no objection. WESSEX WATER water supply, foul and surface water sewers are available.

PLANNING POLICY parking provision would be required in this location. DRAINAGE OFFICER no observations to make. ENVIRONMENTAL HEALTH no objection in principle subject to a contaminated land condition. LEISURE AND RECREATION OFFICER the proposed development does not make provision for children's play although it will generate extra needs. In accordance with the Council's policy, contributions should be sought in order to improve Lyngford Park for both young and old.

2 LETTERS OF OBJECTION have been received raising the following points:- this is an over-development of the site, the proposal would result in living room windows within 8 m of the adjacent dwelling's living room windows; an outline plan showing the position of the existing buildings would establish the relative positions of the existing and proposed buildings; any increase in the height of the proposed blocks will have a detrimental impact on the adjacent dwelling; additional information regarding the construction works to or near the boundary are required; there is no off site parking to be provided and this will exacerbate local parking problems; the increased domestic activity associated with 15 dwellings will have a detrimental impact on the amenity of surrounding occupants; the access to the site encroaches onto land outside the ownership of the applicant and when the garage site is vacated a new boundary wall will

be constructed that prevents vehicular access to the site; the applicant does not own the access to the site and only has rights of access over a part of it; the access drive is the subject of a court order preventing parking along it; there would only be space for 2 cars (max) to park outside the development and this is likely to result in cars parking along the drive (which is prohibited by court order); there would be no room for delivery vans or emergency vehicles; the three storey building will have an overpowering effect on the adjacent rear garden and block light from the dining room; the proposed dwelling would result in overlooking of adjacent properties; with an open front garden the additional movements of pedestrians past my front door will reduce my privacy; an existing neighbouring chimney would be effected by the proposed demolition; The proposed development exceeds the existing footprint and massing on the site.

POLICY CONTEXT

Somerset and Exmoor National Park Joint Structure Plan Review Policy 49 requires that proposals for development should be compatible with the existing transport infrastructure, or, if not, provision should be made for improvements to infrastructure to enable development to proceed. In particular development should:- (a) provide access for pedestrians, people with disabilities, cyclists and public transport; (b) provide safe access to roads of adequate standard within the route hierarchy and, unless the special need for and benefit of a particular development would warrant an exception, not derive access directly from a National Primary or County Route; and (c) in the case of development which will generate significant freight traffic, be located close to rail facilities and/or National Primary Routes or suitable County Routes subject to satisfying other Structure Plan policy requirements.

Taunton Deane Local Plan Revised Deposit Policy S1 proposals for development, taking account of any mitigation measures proposed, will be required to meet the following criteria, in addition to any other Development Plan policies which apply in a particular case: (A) additional road traffic arising, taking account of any road improvements involved, would not lead to overloading of access roads, road safety problems or environmental degradation by fumes, noise, vibrations or visual impact; (B) the accessibility of the development by public transport, cycling and pedestrian networks would be consistent with its likely trip generation and minimising the need to use the car; (D) the appearance and character of any affected landscape, settlement, building or street scene would not be harmed as a result of the development; S2 Development must be of a good design. Its scale, density, height, massing, layout, landscaping, colour, materials and access arrangements will be assessed to ensure that the proposal will, where reasonable and feasible: (F) minimise adverse impact on the environment, and existing land uses likely to be affected; (H) make full and effective use of the site; H1 Housing development will be permitted within defined limits of settlements, provided that: (A) there is safe and convenient access by bus, or on foot to facilities and employment. In the case of proposals of a significant scale, bus or walking access to a town centre or rural centre will be required, taking account of any off-site works proposed in accordance with criteria (B); (G) small scale schemes in existing residential areas will increase the development density of these areas without individually or cumulatively eroding their character or residential amenity; (I) existing and proposed dwellings will enjoy adequate privacy and sunlight.

Parking needs to take account of the location of the development and its accessibility to employment opportunities and services and the type and mix of proposed dwellings. Parking should not permit more than 1.5 car parking spaces/dwelling unit. Car free residential development will be considered within or adjoining Taunton town centre.

ASSESSMENT

The proposal is located within a residential area where there are operational problems, including access and parking, for the existing tyre business. The proposed blocks replace a collection of one and two storey buildings with three linked blocks of flats. Whilst the blocks have been at the same height as the existing semi-detached dwelling and the footprint is similar, the overall bulk of the proposal is greater than the existing buildings on the site. The fenestration details now introduce windows for all three levels of accommodation in the south western elevation where there were none before. I consider that this will result in an unacceptable reduction in the amenity of the adjacent occupants. Policy M3a requires all new dwellings outside the central area to have on-site car and bicycle parking and for this size of development I consider a minimum of 15 car and 15 bicycle parking spaces should be provided. The agent has argued that the flats are designed for the lower end of the market and are within walking distance of the local shops, and services at Priorswood and buses to the town centre. However the Policy Section have confirmed that distance of site from the town centre is such that parking in this location is required. The exception in the Town centre recognises the availability, amount and range of services within easy walking distance and the scale of the services at Priorswood does not compare with this. In conclusion, whilst the principle of residential development on this site is considered acceptable I consider that the proposed scheme would result in an overdevelopment of the site, resulting in an unacceptable impact on the amenity of occupants of neighbouring properties with inadequate off street parking that will result in an exacerbation of on street car-parking contrary to highway safety. Proposal considered unacceptable.

RECOMMENDATION

Permission be REFUSED for the reasons of overdevelopment of the site detrimental to the privacy and amenity of adjacent occupants, inadequate parking

REASON(S) FOR RECOMMENDATION:- Over-development of the site resulting in an unacceptable impact on the amenity of occupants of neighbouring properties and would be contrary to Taunton Deane Local Plan Revised Deposit S2 (f), and H1 (g) and (I) with inadequate off street parking that will result in an exacerbation of on street car-parking contrary to highway safety and contrary to the requirements of Somerset and Exmoor National Park Joint Structure Plan Review Policy 49 and Taunton Deane Local Plan Revised Deposit Policies S1(A) and M3a (E(ii)).

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

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NOTES: