

49/2006/027

MR, MRS & MRS R & P WILSON

CONVERSION OF BARN TO DWELLING AND EXTENSION TO STABLE TO FORM GARAGE AT LAND TO REAR OF 24 NORTH STREET, WIVELISCOMBE

308038/127941

FULL

PROPOSAL

Permission is sought for the conversion of an existing barn to form a single residential dwelling and the conversion and extension of the stable block to the north to provide a garage. The site is located to the rear of properties fronting North Street and adjacent to the access road to the side of the public car park. The site is located within the settlement limits of Wiveliscombe. The buildings comprise a two storey barn and single storey outbuildings, forming an L-shaped arrangement. The site is accessed from an existing single track lane (Gadds Lane -defined as a public right of way) which runs down the west boundary of the site and narrows to the north.

Members should be aware that permission was granted in 2003 (49/2002/065) for the conversion and extension of the barn and associated garaging. The applicants have since purchased land to the north of the site. The main changes between the approved and proposed scheme relate to the following. The original garage incorporated into the barn conversion will now provide an additional fourth bedroom. The external alterations involve the replacement of the garage door with full length glazing. As a result the garaging would be relocated through the conversion and extension of the stable buildings to the rear (north) of the site. Again access would be from Gadds Lane.

CONSULTATIONS AND REPRESENTATIONS

COUNTY HIGHWAY AUTHORITY have no objection in principle to a dwelling on this site and am aware that permission was granted previously against planning application 49/2002/065 for a similar proposal. The latest proposal seeks an extension to a stable to form a garage, which will derive access from a narrow lane. This lane is not shown as public highway, however it is a public right of way, and one which appears to be well utilised by pedestrians. The Highway Authority are concerned that the lane is narrow, particularly at the point where the garage derives access onto the lane, and could result in pedestrian/vehicular conflict. In addition, when vehicles leave the site, there is limited visibility of traffic/pedestrians/cyclists using the lane to access North Street, and that visibility is extremely substandard upon leaving the lane to enter North Street. However it would appear from my site visit that there is an existing vehicular access in this location that may serve an existing parking area/space. If this is in fact the case and the proposal does not result in an increase in vehicular traffic above and beyond the existing use, it may be unreasonable to raise a highway objection. COUNTY ARCHAEOLOGIST no objections. WESSEX WATER the development is located within a foul sewerred area. It will be necessary for the developer to agree a point of connection onto the

system for the satisfactory disposal of foul flows generated by the proposal. This can be agreed at the detailed design stage. The developer has proposed to dispose of surface water to soakaway. It is advised that your Council should be satisfied with any arrangement for the satisfactory disposal of surface water from the proposal. According to our records, there is a public foul sewer crossing the site. Please find enclosed a copy of our sewer records indicating the approximate position of the apparatus. Wessex Water normally requires a minimum, 3m, easement width on either side of its apparatus, for the purpose of maintenance and repair. Diversion or protection works may need to be agreed. It is further recommended that a condition or informative is placed on any consent to require the developer to protect the integrity of Wessex systems and agree prior to the commencement of works on site, any arrangements for the protection of infrastructure crossing the site. The developer must agree in writing prior to the commencement of works on site, any arrangements for the protection of our infrastructure crossing the site. With respect to water supply, there are water mains within the vicinity of the proposal. Again, connection can be agreed at the design stage. It is recommended that the developer should agree with Wessex Water, prior to the commencement of any works on site, a connection onto Wessex Water infrastructure. RIGHTS OF WAY TEAM no objection to the principle of residential development. However, objection is raised to the building of the garage and the proposal to use the public footpath for private access. This is due to our concerns about the narrow width of the path and possible conflict between users of the path, and the potential danger to them.

ENVIRONMENTAL HEALTH OFFICER no objection subject to recommended conditions.

PARISH COUNCIL object to the application on the following grounds:- (1) Gadds Lane should not be used for vehicles because it is a footpath and vehicles will be dangerous to pedestrians. (2) The conversion of the stable to a new garage will lead to an intensification of the access utilising part of Gadds Lane. (3) Vehicles using Gadds Lane pose a danger at the junction with North Street.

4 LETTERS OF OBJECTION have been received raising the following issues:- conflict between pedestrian and vehicular movements; narrow lane is unsuitable for vehicular access; intensification of this narrow lane; blind bend with the lane; dangerous and set a precedent for future development; proposed two storey building would result in a loss of privacy; concerned about impact of proposed works on integrity of neighbouring garage; the applicant does not enjoy any right of way over the use of the lane.

POLICY CONTEXT

PPS1 (Delivering Sustainable Development)
PPG15 (Planning and the Historic Environment)

Somerset & Exmoor National Park Joint Structure Plan Review Policy STR1 (Sustainable Development) and Policy 9 (The Building Historic Environment).

Taunton Deane Local Plan Policies S1 (General Requirements), S2 (Design), H2 (Housing within Classified Settlements) and EN14 (Conservation Areas).

ASSESSMENT

The principle of converting this building to residential use is acceptable as the site is located within the defined settlement limits of Wiveliscombe. The key issues in the determination of this application therefore concern the visual impact of the proposed conversion upon the character and appearance of the area, impact upon the amenity of local residents and thirdly highway safety implications.

It is considered the proposal does not adversely affect the appearance or character of the building or the street scene at this point. The proposed amendments to the original scheme would preserve the character and appearance of the building and would have no impact upon the wider conservation area.

It is considered that the proposal does not harm the residential amenity of neighbouring dwellings. The existing separation distances between the conversion and the neighbouring properties is considered acceptable subject to the provision of the boundary treatment. Consent has already indeed been granted for the conversion of the barn to residential use.

The Parish Council, local residents and the public rights of way department have raised a number of objections to the proposed access point for vehicular traffic to serve the proposed garage. The main issue concerns whether the intensification of the access would result in a dangerous conflict between pedestrian and vehicular movements in this location.

The Parish Council states that vehicular traffic poses a danger at the junction with North Street. This concern is also shared by the Highway Authority. However, it should be noted that the applicant already has consent to enter the site via Gadds Lane as part of the original scheme. The main revision involves vehicular movements further down Gadds Lane (to the north), where the site narrows in width. It is apparent that the lane at this point is extremely tight with little or no room for the passing of pedestrians and vehicles and as such there is potential for conflict between users. However, on the basis that there is an existing vehicular access in this location that could serve as an existing parking area/space and in the light of no formal objection to the scheme from the Highways Authority it would be difficult to substantiate the refusal of the scheme.

It is therefore considered that permission be granted subject to conditions detailed below.

RECOMMENDATION

Permission be GRANTED subject to conditions of time limit, remediation, wildlife, materials, stability, rooflights, stone wall, external surfaces, timber windows, wildlife, GPDO extension, fences. Notes re contamination, contact Wessex Water, DEFRA license.

REASON(S) FOR RECOMMENDATION:- The proposal is considered not to have a detrimental impact upon visual or residential amenity and is therefore considered

acceptable and, accordingly, does not conflict with Taunton Deane Local Plan Policies S1, S2, H2 and EN14 and Somerset & Exmoor National Park Joint Structure Plan Review Policy STR1 and Policy 9.

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

CONTACT OFFICER: 356586 MR A PICK