

B S HARDACRE LTD

ERECTION OF 2 NO. HOUSES AND GARAGES, TOGETHER WITH VEHICULAR AND PEDESTRIAN ACCESS THERETO AND DOUBLE GARAGE TO 2 ROUND OAK COTTAGES (FORMERLY ROUNDALLS), LAND ADJOINING 2 ROUND OAK COTTAGES, NYNEHEAD AS AMENDED BY AGENTS LETTER DATED 3RD DECEMBER, 2000 WITH ACCOMPANYING PLAN NOS. 0229/007A AND 008A AND FURTHER AMENDED BY LETTER DATED 20TH JANUARY, 2003 WITH ACCOMPANYING DRAWING NO. 0229/006C

14650/23110

FULL PERMISSION

PROPOSAL

The proposal provides for the erection of a pair of semi detached dwellings on the side garden to 2 Roundoak Cottages in Higher Nynehead. The proposed dwellings are two storey 3 bedroom units with a second floor formed in the roof space to provide a playroom/study. Each new dwelling will have its own individual access taken off a proposed waiting bay on the road frontage. Each of the proposed dwellings will be provided with a single garage, one of extended length (7 m) and the other combined with a proposed double garage for 2 Roundoak Cottages. The materials for the proposed dwellings are to be brick for the walls and reclaimed clay double roman tiles for the roofs.

CONSULTATIONS AND REPRESENTATIONS

COUNTY HIGHWAY AUTHORITY whilst the site lies within the development boundary limit for Higher Nynehead, it is a considerable distance from the primary school and the village does not benefit from a shop or from regular public transport services. As such, residents are likely to be wholly dependent on private vehicles for their daily needs. Accordingly consider that the development is unsustainable in terms of transport policy. It is a matter for the Planning Authority to determine whether the planning merits of the development outweigh the highway safety and sustainable issues. As visibility is restricted in this location, it would be preferable from a highway safety point of view if the dwellings were split and a shared access were to be constructed giving maximum possible visibility. There are no turning facilities shown for any of the three dwellings which will have garages, and these will need to be included. In the event of permission being granted, request conditions of parking/turning, no obstruction to visibility greater than 900 mm 2 m back across the entire frontage (including 2 Roundoak Cottages), properly consolidated access for first 6m of the access, entrance gates to be set back 4.5 m from carriageway and provision to prevent surface water being discharged onto highway. COUNTY ARCHAEOLOGIST as far as aware there are limited or no archaeological implications to the proposal and therefore have no objections on archaeological grounds. WESSEX WATER no objection provided the proposed building is 3 m away from the foul sewer crossing the site. Assuming that connection will be made to Wessex Water services, it will be necessary for the developer to agree an arrangement for the satisfactory disposal of foul flows and surface water flows

generated by the proposal. Points of connection will need to be agreed for the satisfactory supply of water. The developer should be required to protect the integrity of Wessex systems crossing the site.

FOUR LETTERS OF OBJECTION moving the proposed dwellings forward 1.5 m is a derisory attempt to appease the objectors; houses should be built on the building line rather than being set back; too near to rear boundary, too overpowering, too overlooking and robbing the properties to rear of light and sunshine because of their height and overall size; proposed dwellings are unsuitable for the site and consideration should be given to bungalows; query why need for three garages for two properties, which will cause further danger and congestion on an already very congested stretch of village road; the road is narrow and there is a long layby for residents of existing houses which is often full and in daily use; garages may be used as workshops close to objector's kitchen window; garage block should be built with a flat roof to avoid loss of light and sunlight to objector's property; proposed houses are too high and houses with three floors are unnecessary in this village; garages may be very visible from property and at the moment the site is very rural and quiet with much wildlife; increased traffic noise; new residents may park large vehicles outside garage, loss of value of property; concern at loss of hedgerow at frontage to property which should be replaced; with new planting; new dwellings should blend in with the surroundings; one of proposed garages would obscure current sight of land and views and will create shadow; increased risk of blockage and overload of sewerage pipes; length of one of garages is excessive and if used as a workshop would interfere with quality of life when using rear garden; removal of hedge will increase visibility of objector's property with its consequent security concerns; landing window should have limited opening and be obscure glazed; concern that additional windows may be incorporated in the roof space.

PARISH COUNCIL (initial plans) objects to the proposal for reasons that the proposed dwellings would be higher than the adjoining houses, would be out of keeping with the character of this part of the village and would be over-development of the site; the houses would overlook adjoining properties, especially from the windows in the gable ends and from rooflights; roof pitches on the garages would be too steep and being close to the boundaries would cause overshadowing of adjoining gardens; the development would generate unacceptable additional traffic on a narrow stretch of road, the parish council has been pressing for a 30 mph speed limit in this part of the village and the proposed layby, by making the road appear wider than it is, would encourage drivers to travel faster; if residential development is acceptable, would prefer a single bungalow; (amended plans), amended plans welcomed but still considers the size of the new houses should not be higher than those of the adjoining two storey houses.

POLICY CONTEXT

Policy STR1 of the County Structure Plan contains criteria for sustainable development, including ones that (a) development should develop a pattern of land use and transport which minimises the length of journeys and the need to travel and maximises the potential for the use of public transport, cycling and walking; and (b) give priority to the continued use of previously developed land and buildings. Policy STR5 of the same plan states that development in rural centres and villages should be such as will sustain and enhance their role and will be commensurate with their size and accessibility, and appropriate to their character and physical identity. Policy WD/HO/3 of the West Deane

Local Plan states that within the identified limits of settlements the development of new housing will normally be permitted provided that certain criteria are met. Policy WD/HO/7 of the same plan sets out guidelines for the design and layout of new housing developments. Policy S1 of the Taunton Deane Local Plan Revised Deposit includes general requirements for new developments. One of these requirements is that 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. Policy H1 states that housing development will be permitted within defined limits of settlements provided certain criteria are met. It is considered that these criteria are met with the current proposal. Policy S2 of the same plan provides guidelines for the design of new developments.

ASSESSMENT

The site is within the recognised limits of the settlement of Higher Nynehead, where the village hall is located. The site is considered to be an infill plot, as defined in the Local Plan policies. I consider that the design of the proposed dwellings is acceptable using materials traditional to the area. The further amended plans provide for a lowering of the overall height of the proposed dwellings. The height as amended is 8.7 m, which is approximately 100 mm higher than the adjacent Roundoak Cottages and approximately 375 mm higher than Little Chipley on the other side of the site. The eaves line is very slightly lower. Although still set back behind the frontage of Roundoak Cottages, the proposed dwellings are forward of the dwelling on the other side of the site. To the rear of the site, the properties in Roundoak Gardens have fairly shallow rear gardens. The amended plans move the position of the proposed dwellings forward on the site to give a rear garden depth for the proposed dwellings of 11.5 m. This gives a minimum window to window distance of 20 m between the first floor dormer windows on one of the dwellings to the rear and the proposed dwellings. In the amended plans the proposed triple garage will have the pitch reduced, be dug in adjacent to the rear boundary and the ridge height will be approximately 1.5 m above the ground level of the neighbour's property to the rear. The height as amended will be 4.2 m, but due to the lowering of the ground levels, the height above the neighbouring property's ground level will be only 3.2 m. Although the County Highway Authority's request for turning facilities is noted, it is considered that to accommodate this would involve setting the proposed dwellings much further back on the site, which would be out of keeping with the character of the village at this point and have a greater detrimental impact on the existing properties to the rear. The site is within the limits of the settlement and there is a village hall nearby and the primary school in the other part of Nynehead. I consider that the amended plans go some way towards meeting the concerns of the objectors and the Parish Council and are acceptable in this location.

RECOMMENDATION

Permission be GRANTED subject to conditions of time limit, materials, details of rainwater goods, landscaping, boundary treatment, parking, waiting bay, hardsurfacing of first 6 m of access, no discharge of surface water onto highway, no increase in site level, meter boxes and removal of GPDO rights for walls and fences in front of the dwellings. Notes re disabled access, energy and water conservation, meter boxes, CDM Regulations, contact Highway Service Manager, Wessex Water infrastructure compliance note and point of connection for water supply.

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: