

Officer Report On Planning Application: 14/03904/OUT

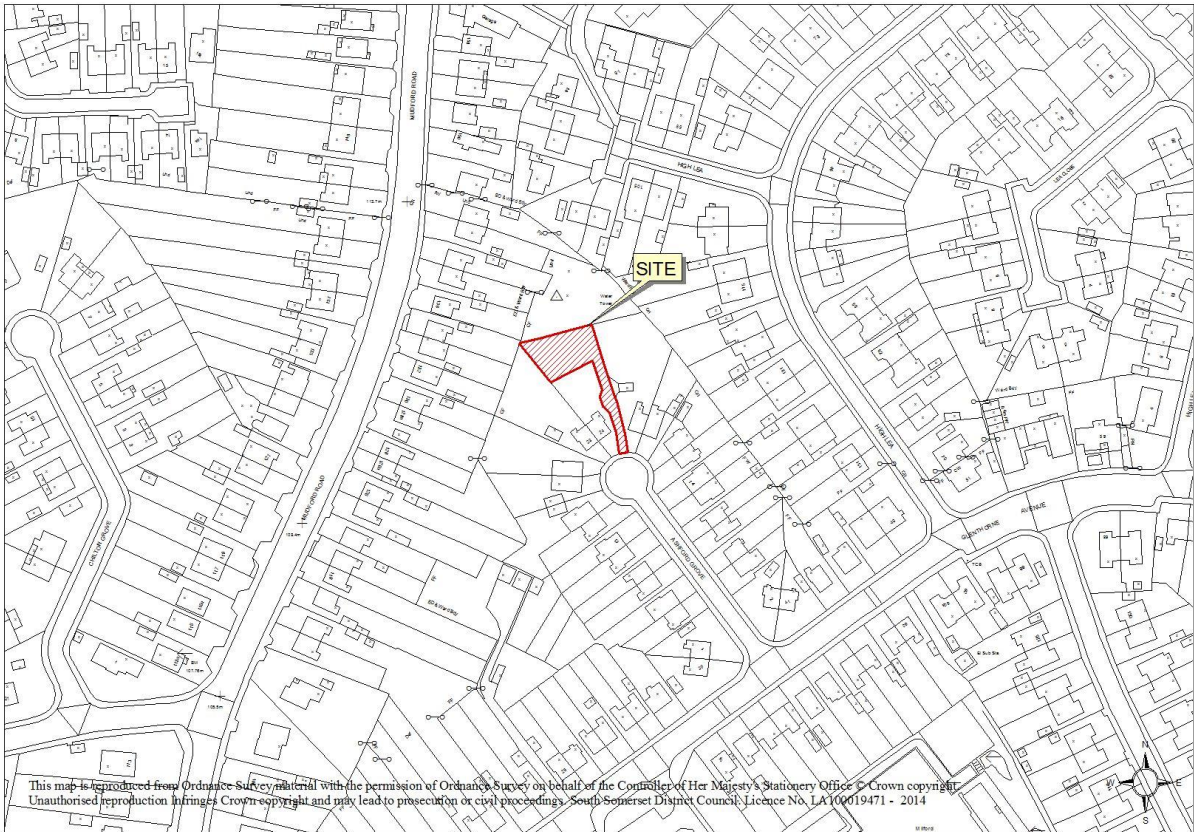
Proposal :	Outline application for the erection of a pair of semi-detached houses and alterations to the existing access drive (GR 355622/117474)
Site Address:	24 Ashford Grove Yeovil Somerset
Parish:	Yeovil
Yeovil (Central) Ward (SSDC Member)	Cllr J Vincent Chainey Cllr A Kendall Cllr P Gubbins
Recommending Case Officer:	Andrew Collins Tel: 01935 462276 Email: andrew.collins@southsomerset.gov.uk
Target date :	23rd October 2014
Applicant :	Bunny Construction Ltd
Agent: (no agent if blank)	Peter Smith Design Service Ltd Hollyfield Hewish Crewkerne Somerset TA18 8QR
Application Type :	Minor Dwellings 1-9 site less than 1ha

Reason for Referral to Committee

This application is referred to the committee at the request of the Ward Member(s) with the agreement of the Area Chairman to enable the comments of the neighbours and Yeovil Without Parish Council to be fully debated.

Site Description and Proposal





The application site is to the rear of a semi-detached property at the end of Ashford Grove. There is an existing track that accesses the garages of 22 and 24 Ashford Grove and the former water tower site where a block of flats is under construction.

Currently on site is a detached garage which serves the existing dwelling. A tree located in the centre of the site is to be removed but trees in the north-western corner are to be retained.

The applicants who are developing the water tower site are proposing a pair of semi-detached dwellings to the rear of 24 Ashford Grove. Access to the site is via the 46m long track (private road) to the water tower. Improvements to the track are proposed with it being widened from 3m to 3.5m and two passing areas created. Where the passing bays are proposed the track will be 5m in width.

This is an outline application with access and scale originally proposed to be considered at this stage. This shows 2 parking spaces for each of the new dwellings and a new garage and parking space to the rear for the existing dwelling. In addition an existing parking space to the front of 24 Ashford Grove is to be retained.

During the course of the application, further information in the form of a section through the proposed dwellings has been provided to show the proposed height of the dwellings. It has now been confirmed that access, layout and scale is for consideration at this time. In addition the redline has been amended to show the proposed new parking for the existing property.

HISTORY

24 Ashford Grove

11/04723/FUL - The erection of a first floor rear extension to dwellinghouse (revised application) - Application permitted with conditions - 24/01/12

10/02558/FUL - The erection of a two storey rear extension to dwellinghouse - Application refused - 19/8/10 - Appeal allowed - 10/1/11

Former Water Tower site to rear

07/03208/REM - The erection of 4 no 2 bedroom flats - Application permitted with conditions - 07/09/2007

07/00566/REM -The erection of 5 no 2 bedroom flats - Application Refused - 28/06/2007 - Appeal dismissed - 03/12/07

05/00391/OUT - Residential development of land - Application permitted with conditions - 30/03/2005

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

For the purposes of determining current applications the local planning authority considers that the relevant policy framework is provided by the National Planning Policy Framework and the saved policies of the South Somerset Local Plan 2006.

South Somerset Local Plan (adopted April 2006):

ST5 - General Principles of Development

ST6 - The Quality of Development

National Guidance

National Planning Policy Framework - March 2012

Chapter 3 - Supporting a Prosperous Economy

Chapter 4 (Promoting Sustainable Transport)

Paragraph 32 states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Chapter 7 - Requiring Good Design

Chapter 10 - Meeting the Challenge of Climate Change, Flooding and Coastal Change

Other

Somerset County Council Parking Strategy (March 2012) and Standing Advice (June 2013).

CONSULTATIONS

YEOVIL TOWN COUNCIL - Recommend approval.

YEOVIL WITHOUT PARISH COUNCIL (Neighbouring Parish) - *"Recommend Refusal - This is overdevelopment. Also Ashford Grove is already full of parked cars (suggest the planning officer visits at 6pm - 7pm in an evening), and access is congested."*

ENVIRONMENTAL PROTECTION OFFICER - Has no comments to make.

TREE OFFICER - Verbally confirmed that he considers that the trees on site are not a constraint to development. There is no objection to the removal of the ornamental maple trees and suggests the trees on the application site in the Northwestern corner be coppiced.

HIGHWAYS AUTHORITY- Refers to standing advice.

REPRESENTATIONS

10 letters of objection has been received from residents mainly in Ashford Grove but also from Mudford Road.

They raise the following concerns;

- Building over a garden would be detrimental to the environment and wildlife.
- The increased hardstanding would increase water run-off.
- There are already a large number of cars in Ashford Grove, and parking provision is being created for more cars.
- The site is located near the local school and parents also park in the road.
- Could set an undesirable precedent.
- There is a lack of parking in the area and on-street spaces are limited. People already park within the turning circle and the additional housing and their visitors will add to this problem.
- Visitors and delivery vehicles will have to park in Ashford Grove.
- Problems with emergency vehicles using site.
- There is been a long period of construction traffic with the water tower site being developed and materials have been unloaded in the turning head. Widening the drive will not resolve this problem as it is still too narrow for larger vehicles.
- There is a lot of new development close to this site.
- Excessive continued development of an area is not suitable.
- Concerns about overlooking that would adversely affect privacy.
- Could be a need for further parking if dwellings are for families.
- This application is motivated by financial gain.
- There were problems when the flats were being developed on the water tower site with antisocial workmen.
- Increased pollution affecting the amenity of the Number 23.
- Impact upon light on properties in Mudford Road.

CONSIDERATIONS

Principle

The site is currently located within the development area. In addition the emerging Local Plan identifies Yeovil as the main area for growth within South Somerset. Also due to being the largest settlement in the district, Yeovil is the most sustainable as has the most shops and services. Therefore the principle of developing the site is accepted.

Impact upon Amenity

By far the biggest impact upon amenity is upon the rear gardens of No 22 (located to the East of the track) and No 23 (the other half of the semi-detached property located to the West of the site).

As this is an outline application no elevation details have been provided, but the amended plan shows a traditionally designed property with a pitched roof. On this basis it has to be assumed that there would be windows facing the two properties mentioned above. The proposed dwellings are 9m from the boundary to the East with No 22 and the area adjacent to the track is used as a vegetable plot. No 22 experiences a relatively large garden area in a wedge shape as it is located at the top of the turning head. Therefore in considering all the above the proposal is not considered to demonstrably affect residential amenity to No 22.

The proposals in relation to No 23 are a minimum of 5m from the boundary. But again no elevation details are provided. There are currently significant mature trees along this boundary behind plot 2 and partially behind plot 1. But the tree officer considers that the trees on the application site should be coppiced. However if the layout of plot 1 was carefully considered this impact could be further minimised with the provision of a bathroom in the southwestern corner and obscure glazing imposed. It is also noted that No 23 enjoys a good sized garden. Furthermore, the dwellings would be located to the north east of the rear garden of No 23 and in these circumstances due to this orientation the dwellings would make little difference to the level of light currently enjoyed at the rear of no 23 and not result in demonstrable overshadowing. In these circumstances it is considered that the proposal would not cause harm to the living conditions of the occupants of the neighbouring house.

A resident in Mudford Road has raised concerns over loss of light to her property. However, as the plans show the properties would be 25m from the site this is not considered to be an issue.

In addition, the remaining garden area for the existing dwelling is considered to be acceptable.

Access and Parking Provision

The main concerns in the letters of representation refer to existing parking and traffic issues problems within Ashford Grove. However an assessment is required as to whether this application for 2 additional dwellings result in demonstrable harm. In this respect reference is drawn to the Somerset Parking Strategy. Within Yeovil, 2 bed properties are required to provide 1 car parking space and 4 bedroom properties require 3 car parking spaces. In this instance, 2 car parking spaces are provided for each of the new dwellings, which exceeds the requirements and 3 car parking spaces would be provided for the existing property. This is all contained within the redline area and as such can be conditioned.

Concern has been raised that the dwellings could be family houses with additional car movements. However the submitted plans indicate that the proposals would be 2 bed properties.

During the previous application for the flats at the water tower (07/00566/FUL) the highway authority considered that at 3m in width the road was wide enough to accommodate delivery and removal vehicles. Also compensatory measures could be included to negate concerns from the Fire Service. These measures could also be utilised here.

In addition, this application proposes 2 passing bays along the existing access track to the water tower site. This can only be a benefit to highway safety in providing passing places in this road.

Also in considering Paragraph 32 of the NPPF it is not considered that the impact of the development would be severe. Therefore whilst the neighbour comments in this respect are acknowledged the proposal has to be considered on its own individual merits. As such the

proposal is considered to comply with Policy ST5 of the South Somerset Local Plan and the aims and objectives of the NPPF.

Conclusion

In assessing the above comments, the proposals are considered to comply with Policies ST5 and ST6 of the South Somerset Local Plan and the aims and objectives of the NPPF.

RECOMMENDATION

Grant permission

01. The proposals by reason of the layout, access and scale are not considered to adversely affect residential amenity or highway safety. As such the proposals are considered to comply with Policies ST5 and ST6 of the South Somerset Local Plan and the aims and objectives of the NPPF.

SUBJECT TO THE FOLLOWING:

01. Details of the appearance and landscaping (herein after called the "reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: As required by Section 92(2) of the Town and Country Planning Act 1990.

02. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development shall begin no later than 3 years from the date of this permission or not later than 2 years from the approval of the last "reserved matters" to be approved.

Reason: As required by Section 92(2) of the Town and Country Planning Act 1990.

03. The development hereby permitted shall be carried out in accordance with the following approved plans: amended plan 4298/14 received 15 September 2014.

Reason: For the avoidance of doubt and in the interests of proper planning.

04. The application for approval of the reserved matters shall indicate:

- a) materials to be used for the external walls and roofs;
- b) materials to be used for rainwater goods;
- c) the design (including joinery details where appropriate), type of material, plus proposed colour and finish of all windows and doors plus recesses;
- d) details of eaves/verges;
- e) location and design details of all vents, flues and meter boxes;
- f) details of all internal and external boundary treatments; and
- g) the surfacing materials (and drainage details thereof) of all areas of hardstanding incl. private and shared driveways.

Reason: To maintain the character and appearance of the area to accord with policies ST5 and ST6 of the South Somerset Local Plan (Adopted April 2006).

05. The application for approval of the reserved matters shall include a scheme for foul and surface water drainage. Such approved drainage details, which shall include provisions to prevent the discharge of surface water onto the public highway, shall be completed and become fully operational before the occupation of any dwelling. Following its installation such approved scheme shall be permanently retained and maintained thereafter.

Reason: To ensure that the development is adequately drained.

06. Construction works (including the operation of any machinery) and the delivery or dispatching of any construction materials, shall not take place outside 0830 hours to 1800 hours Mondays to Fridays, and 0830 hours to 1300 hours on Saturdays but not at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity to accord with policy ST6 of the South Somerset Local Plan (adopted April 2006).

07. The parking areas indicated on the approved plan shall be kept clear of obstruction and used only for the intended purposes. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that Order) the garage hereby approved shall not be converted into habitable accommodation without the prior express grant of planning permission.

Reason: To ensure the garage and parking areas are available for on-site parking in the interests of highway safety to accord with the Somerset County Council Parking Strategy (March 2012) and policy TP7 of the South Somerset Local Plan (adopted April 2006).