

Area North Committee – 27 June 2012

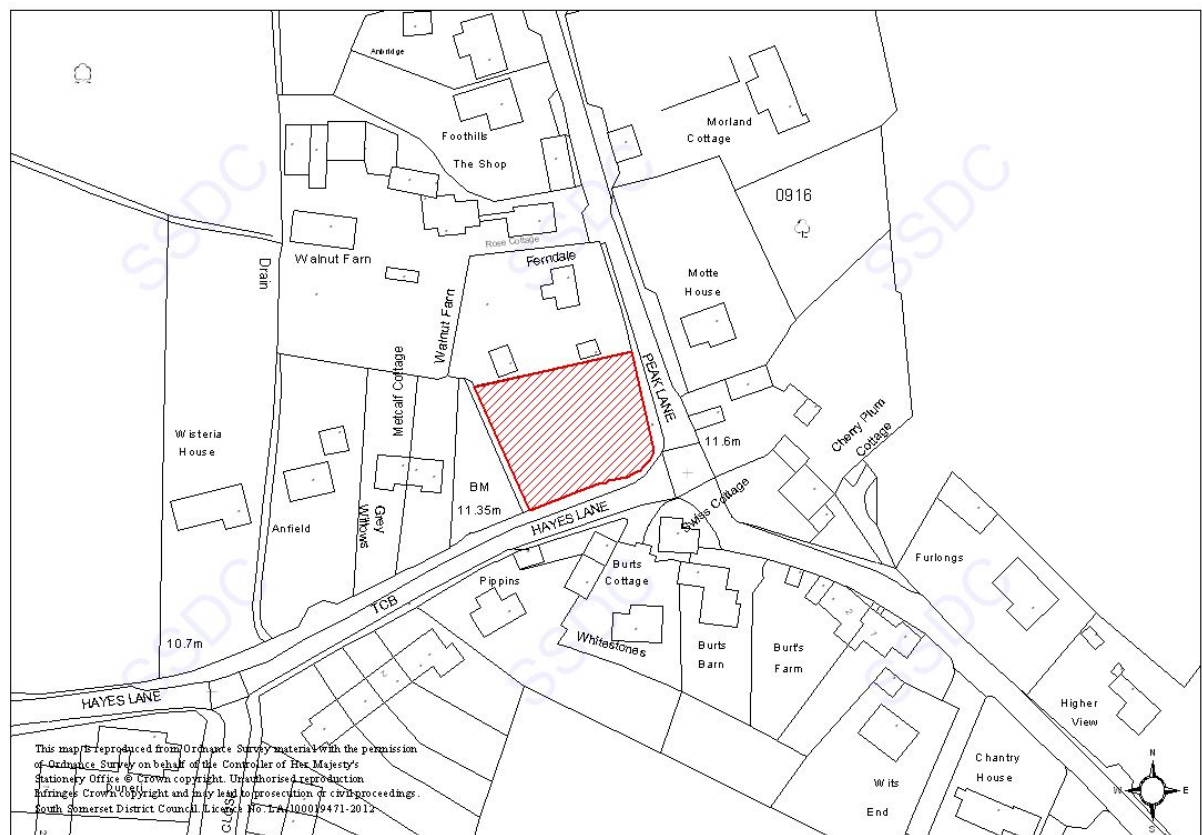
Officer Report On Planning Application: 12/01108/FUL

Proposal :	Single storey extension, link to and conversion of existing garage. Erection of a double garage. (GR 348043/132108)
Site Address:	At Last, Peak Lane, Compton Dundon
Parish:	Compton Dundon
WESSEX Ward (SSDC Members)	Cllr Pauline Clarke and Cllr David Norris
Recommending Case Officer:	Dominic Heath-Coleman Tel: 01935 462643 Email: dominic.heath-coleman@southsomerset.gov.uk
Target date :	13th June 2012
Applicant :	Mr Bob Knight
Agent: (no agent if blank)	Mr Adam Rizzuti 13 Woods Road, Street, Somerset BA16 9PS
Application Type :	Other Householder - not a Change of Use

REASON FOR REFERRAL TO COMMITTEE

The application is referred to the committee as the officer recommendation is contrary to the views of the County Highway Authority on a matter of highway safety.

SITE DESCRIPTION AND PROPOSAL



The proposal seeks permission for the erection of a single storey extension, a link to and conversion of the existing garage into habitable accommodation, and the erection of a detached double garage. The property is a two storey detached house finished in render, with white UPVC window frames and a clay tiled roof. The house is located close to various residential properties. The walls of the proposed development will be a mixture of natural stone and painted render. The roof materials will be to match existing. The house is not located within a development area as defined by the local plan.

HISTORY

05/00413/FUL - Additional window in house and garage roof amendment - amendment to 02/01143/FUL - Application permitted with conditions 14/03/2005

03/00286/FUL - Erection of boundary wall to front of property - Application permitted with conditions 14/03/2003

02/01143/FUL - Partial demolition of existing rear extension and construction of extension - Application permitted with conditions 19/07/2002

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 development plan comprises the saved policies of the Somerset and Exmoor National Park Joint Structure Plan Review, and the saved policies of the South Somerset Local Plan.

The policies of most relevance to the proposal are:

Saved policies of the Somerset and Exmoor National Park Joint Structure Plan Review 1991-2011:

Policy STR1 - Sustainable Development

Policy 49 - Transport Requirements of New Development

Saved policies of the South Somerset Local Plan (Adopted April 2006):

Policy ST5 - General Principles of Development

Policy ST6 - The Quality of Development

National Planning Policy Framework

Chapter 7 - Requiring Good Design

South Somerset Sustainable Community Strategy

Goal 3 - Healthy Environments

Goal 4 - Services and Facilities

Goal 8 - High Quality Homes

CONSULTATIONS

Parish / Town Council - Recommend approval

County Highway Authority -

"The proposed development is located outside of the development limits of Compton Dundon in a location where new development is strictly controlled. Given the distances to services and facilities this is not a location whereby the Highway Authority would support new development that may result in an increase in traffic over and above what exists and is associated with a residential use, in this unsustainable location.

Notwithstanding this, the proposal is seeking a single storey extension, the conversion of the existing garage together with the erection of a new garage and on the basis that the all of the new development will all be ancillary to the existing dwelling, "At Last" it maybe considered unreasonable to raise a highway objection.

However it is noted the new garage is a sizable building with windows and could lend itself easily to conversion to a separate use, particularly given that the existing dwelling benefits from two points of access from/onto the adjoining public highway.

In terms of the detail, the Highway Authority would seek that a garage is erected a minimum distance of 6m from the highway boundary, to enable vehicles to pull off the highway and the garage door to be opened without vehicles overhanging the adjoining public highway/footway.

The turning area, denoted on the submitted plan, in front of the garage is not of an appropriate size to enable vehicles to turn within the site and into/from the garage.

It is proposed to utilise an existing access from/onto Hayes Lane which is an unclassified highway and whilst turning is desirable I would not insist upon it in this particular instance.

It is noted as a result of the (extension) a 5th bedroom will be created and I would therefore refer the Planning Officer to the recently adopted Parking Strategy, whereby the provision of 3 parking spaces is considered to be appropriate in this location for a residential unit of this size.

The new strategy also sets out that the internal dimensions of garages should be (single garage) 3m x 6m. Taking this into consideration it appears that sufficient parking can be retained and the garage is of an appropriate size.

Therefore taking the above points into consideration I would seek the position of the garage is amended and on receipt of this information I will conclude my observations."

Area Engineer - No comment

REPRESENTATIONS

One letter of objection received from the occupier of a neighbouring property. Objections raised on the following grounds:

- Proposed garage is far larger than average domestic garage and constitutes overdevelopment of the site.

- The existing timber workshop/store are not shown on the submitted plans.

CONSIDERATIONS

VISUAL AMENITY

An objection has been received from the occupier of a neighbouring property on the grounds that the proposed garage is far larger than average domestic garage and constitutes overdevelopment of the site. However this objection was based on the originally submitted plans. The proposed garage has now been significantly reduced in scale and the design altered. As such the proposed garage is now considered to satisfactorily reflect the character of the area, and to be of a domestic size and design.

The proposed extension is considered to be of an appropriate design and detailing that would have an appropriate relationship with the main dwelling in terms of scale and design. The materials are considered to be appropriate. On this basis it is not considered that it would harm the character of the property or have a detrimental impact on the visual amenity of the area.

RESIDENTIAL AMENITY

It is not considered that the window layout and general bulk of the extension and garage are such that they would give rise to undue overlooking or an overbearing relationship with neighbouring properties. Therefore the proposal would not harm residential amenity.

HIGHWAY SAFETY

The highway authority have raised a concern regarding the proximity of the proposed garage to the highway, suggesting that sufficient space in front of the garage should be provided to allow vehicles to pull completely off the highway and the garage door to be opened without vehicles overhanging the adjoining public highway/footway. The proposed distance is not sufficient to achieve this. However, the highway in question is a quiet unclassified road, where traffic is unlikely to be moving quickly. It is also noted that a similar garage could be erected in the same position, or even closer to the highway, with no permission at all. As such, it is not considered that the concerns of the highway authority are sufficient to warrant refusal of the scheme.

CONCLUSION

Accordingly the proposal is considered to comply with policies ST5 and ST6 of the South Somerset Local Plan and Policy 49 of The Somerset and Exmoor National Park Joint Structure Plan Review.

RECOMMENDATION

Permission be granted for the following reason:

The proposal, by reason of its size, scale and materials, respects the character of the area, and causes no demonstrable harm to residential amenity or highway safety in accordance with the aims and objectives of Policies ST6 and ST5 of the South Somerset Local Plan (Adopted April 2006) and Policies STR1 and 49 of the Somerset and Exmoor National Park Joint Structure Plan.

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans: 1B0 received 03 April 2012 and 1D1a, 1F1a, 1I1a, 1C1a and 1E1a received 21 May 2012

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

03. The materials to be used in the development hereby permitted shall be those as identified within the planning application and no other materials unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and to comply with Policy ST6 of the South Somerset Local Plan (Adopted April 2006) and Policy STR1 of the Somerset and Exmoor National park Joint Structure Plan.

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) the detached garage hereby permitted shall not be used for habitable accommodation or any purpose other than for the parking of domestic vehicles or ancillary residential storage.

Reason: To determine the scope of the permission and in accordance with policy ST3 of the South Somerset Local Plan.
