

Area West Committee – 15th September 2010

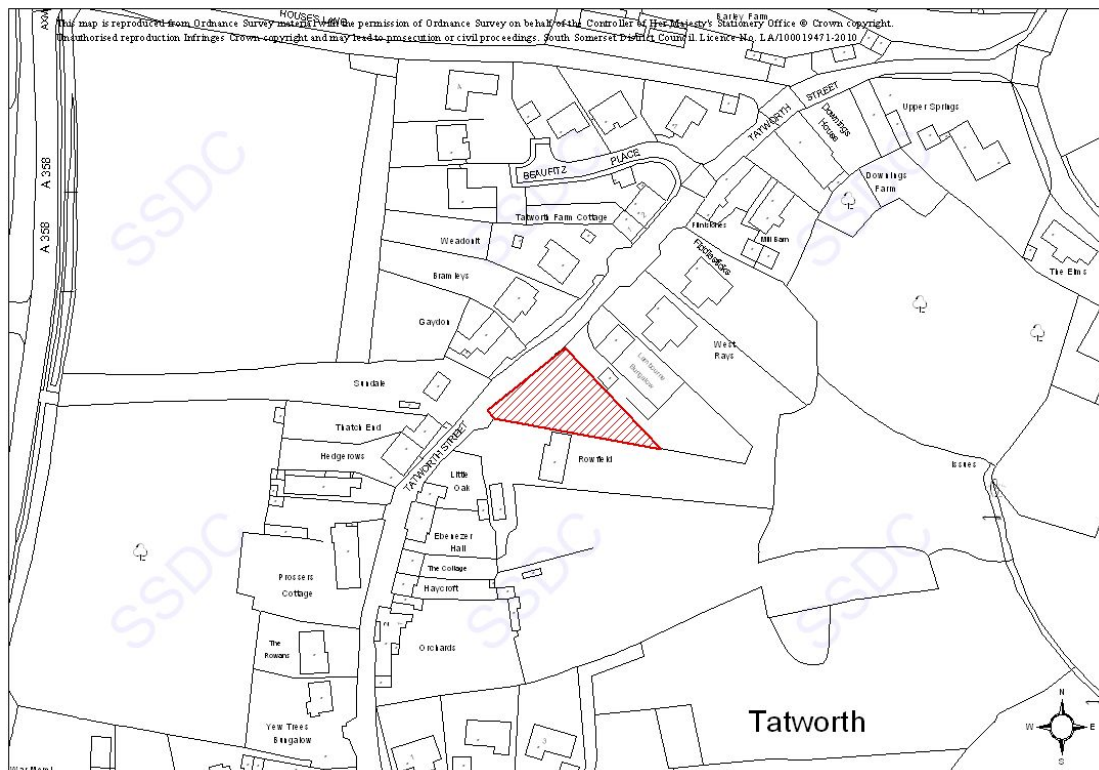
Officer Report on Planning Application: 10/01982/FUL

Proposal:	The erection of a replacement dwelling and garage (GR 332858/105942)
Site Address:	Pipping Hill Tatworth Street Tatworth
Parish:	Tatworth and Forton
TATWORTH AND FORTON Ward	Cllr A Turpin
Recommending Case Officer:	John Millar Tel: 01935 462465 Email: john.millar@southsomerset.gov.uk
Target date:	9th August 2010
Applicant:	Mr and Mrs Alan Elmes
Agent: (no agent if blank)	Christopher Hunt Ltd Coate Farm Hawkchurch Axminster Devon EX13 5XB
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

The application is to be considered by Area West Committee at the request of Cllr Turpin, with the agreement of the Area Chair, Cllr Turner. It is felt that the issues should be given further consideration by members.

SITE DESCRIPTION AND PROPOSAL



The property is a small detached Woolway bungalow, constructed from pre-cast concrete, located on the east side of Tatworth Street, within the village defined development area. The site is a triangular plot, with a large frontage, tapering to the rear. There is a similar property to the north, which shares a semi-detached garage. The topography of the site and adjoining

public highway rise to the south. The property immediately to the south is a large two-storey detached, rendered white. The other properties in the locality are a vast mix of sizes, designs and materials, with no predominant style or type. These include bungalows, detached and semi-detached houses and terraced houses. Some of these properties sit back from the road within large curtilages, while others are constructed immediately fronting the road.

The application is made to demolish the existing property and part of the shared garage and replace with a new detached house and separate garage. The existing garage is to be rebuilt to provide a single garage for the neighbouring property, Lambourne. The dwelling is proposed to be constructed from natural stone with red brick quoins to the front elevation, with all other elevations rendered. The new garage is also proposed to be rendered.

HISTORY

No relevant history.

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.

Relevant Development Plan Documents

Somerset and Exmoor National Park Joint Structure Plan:
STR1 - Sustainable Development

South Somerset Local Plan 2006:
ST5 - General Principles of Development
ST6 - The Quality of Development

Policy-related Material Considerations:

PPS's/PPG's
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing

South Somerset Sustainable Community Strategy
Goal 1 - Safe, resilient, socially just communities with strong networks and confident people showing respect for each other
Goal 9 - A balanced housing market with a range of low carbon affordable housing with the flexibility to meet the changing needs of the population

CONSULTATIONS

Parish Council - 7th August 2010 Amended plans

The Council did not support this application on the following grounds:

- The dwelling is too domineering in terms of bulk and the roof height resulting in a detrimental impact on the adjoining properties and street scene.
- The council still consider that the garage roof is much higher and more dominant than necessary and further increases the impact of the development.
- The garage is forward of the dwelling and is out of line with nearby buildings. If the garage was set back it would be less domineering.
- A full pitch roof for Lambourne would be preferable than an mono-pitch roof.

The Council considers that a chalet type bungalow, a garage with a lower roof line and set back would be more appropriate for this site as this would lessen the impact on surrounding properties and on the street scene.

12th July 2010 The Council did not support this application on the following grounds:

- The dwelling is too domineering in terms of bulk and the roof height resulting in a detrimental impact on the adjoining properties and street scene.
- The garage roof is much higher and more dominant than necessary and further increases the impact of the development.
- The garage is forward of the dwelling and is out of line with nearby buildings.

The Council considers that a chalet type bungalow, a garage with a lower roof line and set back would be more appropriate for this site as this would lessen the impact on surrounding properties and on the street scene.

SSDC Technical Services - No comments.

County Highway Authority - Whilst the site is located distant from adequate services and facilities such as education, employment, retail and leisure it is noted that the application is for a replacement dwelling and as such the principle of development in this location has previously been established. As a consequence, to raise an objection solely on this point may be unreasonable.

In detail, whilst the proposal has provided a garage facility on the southern boundary of the site given the turning arrangements shown on the submitted plan it is unlikely that this facility will be used in an efficient manner. However, it is clear that there is sufficient room elsewhere within the site for the parking of vehicles in connection with the dwelling and as such parking on the highway is unlikely to take place.

As a result, I would advise you that from a highway point of view there is no objection to the proposal. However, in the event of permission being granted I would recommend that the following conditions be imposed:-

1. The proposed access over at least the first 5.0m of its length, as measured from the edge of the adjoining carriageway, shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority.
2. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority.
3. The area allocated for parking on the submitted plan shall be kept clear of obstruction at all times and shall not be used other than for the parking of vehicles in connection with the development hereby permitted.
4. There shall be no obstruction to visibility greater than 900mm above adjoining road level forward of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to the extremities of the site frontage. Such visibility shall be fully provided before works commence on the development hereby permitted and shall thereafter be maintained at all times.

Note: The alteration of the access and/or minor works will involve construction works within the existing highway limits. These works must be agreed in advance with the Highway Service Manager for the South Somerset Area at The Highways Depot, Houndstone Business Park, Yeovil, 08453 459155. He will be able to advise upon and issue/provide the relevant licences, necessary under the Highways Act 1980.

REPRESENTATIONS

Four letters have been received from local residents raising concerns. The main points are listed below:

- As this is an area of six bungalows, a single level bungalow would be in keeping as not to over shadow the bungalow next to Pipping Hill.
- The planned four-bedroom house is too large and high for the site. The first plans for two, two bedroom bungalows would be much more suitable, set in this area of six bungalows.
- The proposed double garage is beyond the front building line and will obstruct Rowfield's light and views.
- No objection, in principle, to the dwelling but the siting of such a large garage on elevated ground would dominate the front elevation and garden area of the adjoining property, Rowfield.
- The garage breaches the natural building line, which was established when Rowfield was erected in 1995, and which had to be complied with at the time.
- The design concept has been altered since the applicant discussed the proposal with neighbours. At the time this was described as a chalet bungalow with garage adjacent to that of Rowfield.
- Following amended plans, it is pleasing to see the height of the double garage reduced but still object to the garage sited in a prominent position forward of the building line. Also it is felt that a chalet bungalow would suit the position better than the planned large four-bedroom house.

CONSIDERATIONS

The proposal is made to replace the existing dwelling on site and erect a new, larger house and double garage in its place. The site is within the defined development area of Tatworth and as such development is generally acceptable provided that it is in accordance with other Development Plan policies and proposals.

Objections have however been received in regard to the size and scale of the new proposed dwelling and to the positioning of the garage forward of the existing building line.

The existing property is a pre-cast concrete bungalow sited adjacent to a similar property to the north and a relatively modern (1995), large detached house to the south. The site has a relatively wide frontage, with the plot narrowing to the rear of the property. Prior to submission, the applicant carried out pre-application negotiations with officers, to establish possible scope for redevelopment of the site. Two bungalows were suggested at one point but while these may sit comfortable within the site, as viewed within the street scene, there is not considered to be adequate space to the rear to provide suitable private amenity space. It was considered that the replacement of the existing bungalow with a larger detached house would make most effective use of the site, subject to the final proposal satisfying the relevant local and national planning policy objectives.

The proposed dwelling is significantly larger than the existing property and due to the rising topography of the site and adjoining road to the south, it will be have a greater impact within the general street scene. It is however noted that while the properties immediately to the north and opposite are bungalows, the adjacent property, to the south, is a two-storey house of a similar size and scale to the proposed dwelling. Due to the site levels, the new property will appear higher than the adjoining bungalow but still below the other neighbouring two-storey dwelling. As the application site is at the end of the row of bungalows, with other two-storey houses to the side and opposite, the proposal is considered to be acceptable and will have no detrimental impact on the setting of the locality and is not considered to dominate the street scene.

The design comprises a shallow gable extension to the front, one dormer window and a partial cat slide roof however there is a mix of designs locally. The adjacent house, Rowfield, has three dormers to the front and there are other properties along Tatworth Street, which

have larger gable extensions to the front, different size and type dormer windows and some cat slide roofs. There is no prevalent property type to replicate and as a result, it is not considered appropriate to raise an objection to the proposal on grounds of design. Similarly, there are no objections to the proposed material finish. Properties in the locality are rendered, as well as constructed using natural stone, brick and reconstituted stone. Many of these properties also show a mix of materials, similar to that proposed.

In terms of residential amenity, there is not considered to be any likelihood of unacceptable harm to the occupiers of neighbouring properties by way of overlooking and the property is set far away enough to avoid overshadowing or having an overbearing impact. The new property will be much taller, which will be accentuated by the change in levels, however the design includes a single storey utility room, close to the neighbouring boundary, which will assist in reducing the overall impact of the dwelling.

The other main objection related to the height of the garage and its position forward of the building line of the property. In regard to the point of height, amended plans have been received reducing the height by approximately 1.35m and the width by about 300mm. The garage is now also shown being dug slightly into the site so finished floor levels will be similar to that of the main dwelling, rather than above. These amendments are considered appropriate and provide a garage of an appropriate size and scale so as not to appear overly prominent in the street scene. The concerns about the garage being sited forward of the building line of the existing properties is noted, however it is not considered that this is inappropriate or will be detrimental to the character and appearance of the locality. As mentioned earlier, the properties in the locality are very different in size, scale, design and appearance, and similarly the spatial layout of the area is also very different. There are properties set well back from the road and others fronting straight onto the road. While it may be more desirable to see the garage positioned further back, the road bends away from the property at this point, enlarging the front garden area. Any structure will be viewed against a backdrop of the existing boundary hedge and a large tree beyond and is not considered to look out of place or overly dominant. The amendments to reduce the size of the garage will also significantly reduce its impact. Overall, the proposed layout is considered to be acceptable.

Despite the amendments, the Parish Council still consider the garage roof to be too high and remain opposed to the scheme. The most recent comments of the Parish Council also refer to a preference for a full pitch roof to the altered garage to serve Lambourne. While this preference is noted, there are no objections in principle to the scheme as proposed.

The County Highway Authority have commented on the proposal but have raised no objections. It is felt that the proposed turning area may not be able to be used efficiently due to the position of the garage, however it is considered that there is space for parking within the site so parking and manoeuvring on the highway is unlikely to take place. It is also noted that this is a replacement dwelling with limited parking at present. The proposed development will provide improvements in parking facilities and will also provide a widened access, which will improve highway safety at this point. The suggested conditions are acceptable apart from one, which requires the provision of no obstruction to visibility over 900mm, within a given visibility splay. This will effectively result in the removal of most of the bank to the site frontage, which is considered inappropriate, as this may be detrimental to the appearance of the street and will increase the prominence of the new dwelling. Following further discussion with the Highway Authority, it is noted that these splays are not strictly required but there are concerns that additional structures (i.e. fences or wall) or planting may take place on the existing bank. To avoid this, it is agreed that an amended condition would be appropriate to restrict further development or planting above the existing bank level.

Overall the proposed replacement dwelling and provision of an associated garage is considered to be of a size and scale that adequately respects the character of the area and will not cause any unacceptable harm to the residential amenity of the occupiers of neighbouring properties or to highway safety. Therefore, the recommendation to Members is to grant planning permission for the proposed development.

RECOMMENDATION

Approval with conditions.

JUSTIFICATION

The proposed development, by reason of its size, scale and materials, respects the character of its surroundings and causes no unacceptable harm to residential amenity or highway safety, in accordance with the aims and objectives of policies 49 and STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

SUBJECT TO THE FOLLOWING:

1. 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.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: `1186.10', received 14th June 2010, `1186.11A', `1186.12A' and `1186.13A', received 25th June 2010 and `1186.14A' and `1186.15A', received 12th July 2010.

Reason: For the avoidance of doubt as to the development authorised as the submitted proposal has been amended and in the interests of proper planning.

3. No work shall be carried out on site unless particulars of the materials (including the provision of samples) to be used for external walls and roofs of the new dwelling and garage hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

4. The development hereby permitted shall not be commenced until details of the design, materials and external finish (including colour) for all new doors, windows, roof lights, boarding and openings have been submitted to and approved in writing by the Local Planning Authority. Such approved details, once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

5. Before the development hereby permitted shall be commenced details of all guttering, down pipes, other rainwater goods and external plumbing shall be submitted to and approved in writing by the Local Planning Authority. Such details once carried out shall not be altered without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

6. Before any of the development hereby permitted is commenced details of the finished floor levels of the dwelling to be erected on the site shall be submitted to and approved in writing by the Local Planning Authority. Such level shall be relative to an ordnance

datum or such other fixed feature as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of visual and residential amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

7. All meter cupboards and gas boxes shall be positioned on the dwelling in accordance with details, which shall have been previously submitted to and approved in writing by the local planning authority and thereafter retained in such form. All soil and waste plumbing shall be run internally and shall not be visible on the exterior unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

8. The proposed access over at least the first 5.0m of its length, as measured from the edge of the adjoining carriageway, shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Joint Structure Plan Review and Policy ST5 of the South Somerset Local Plan.

9. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such approved details shall be completed and become fully operational before the development hereby permitted is first brought into use. Thereafter such approved scheme shall be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Joint Structure Plan Review and Policy ST5 of the South Somerset Local Plan.

10. The area allocated for parking on the approved plan `1186.10' shall be kept clear of obstruction at all times and shall not be used other than for the parking of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Joint Structure Plan Review and Policy ST5 of the South Somerset Local Plan.

11. There shall be no increase in height of the existing bank forming the roadside boundary of the site, as shown on drawing no. `1186.15A', received 12th July 2010. Furthermore no planting shall take place and no building, structure, wall, fence or other form of enclosure shall be erected on this bank without the prior express grant of planning permission.

Reason: In order to maintain existing visibility in the interests of highway safety, in accordance with Policy 49 of the Somerset and Exmoor National Joint Structure Plan Review and Policy ST5 of the South Somerset Local Plan.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), there shall be no extensions to the dwelling without the prior express grant of planning permission.

Reason: In the interests of visual amenity in accordance with policy STR1 of the Somerset and Exmoor National Joint Structure Plan Review and policies ST5 and ST6 of the South Somerset Local Plan 2006.

Informatives:

1. Note: The alteration of the access and/or minor works will involve construction works within the existing highway limits. These works must be agreed in advance with the Highway Service Manager for the South Somerset Area at The Highways Depot, Houndstone Business Park, Yeovil, 08453 459155. He will be able to advise upon and issue/provide the relevant licences, necessary under the Highways Act 1980.