

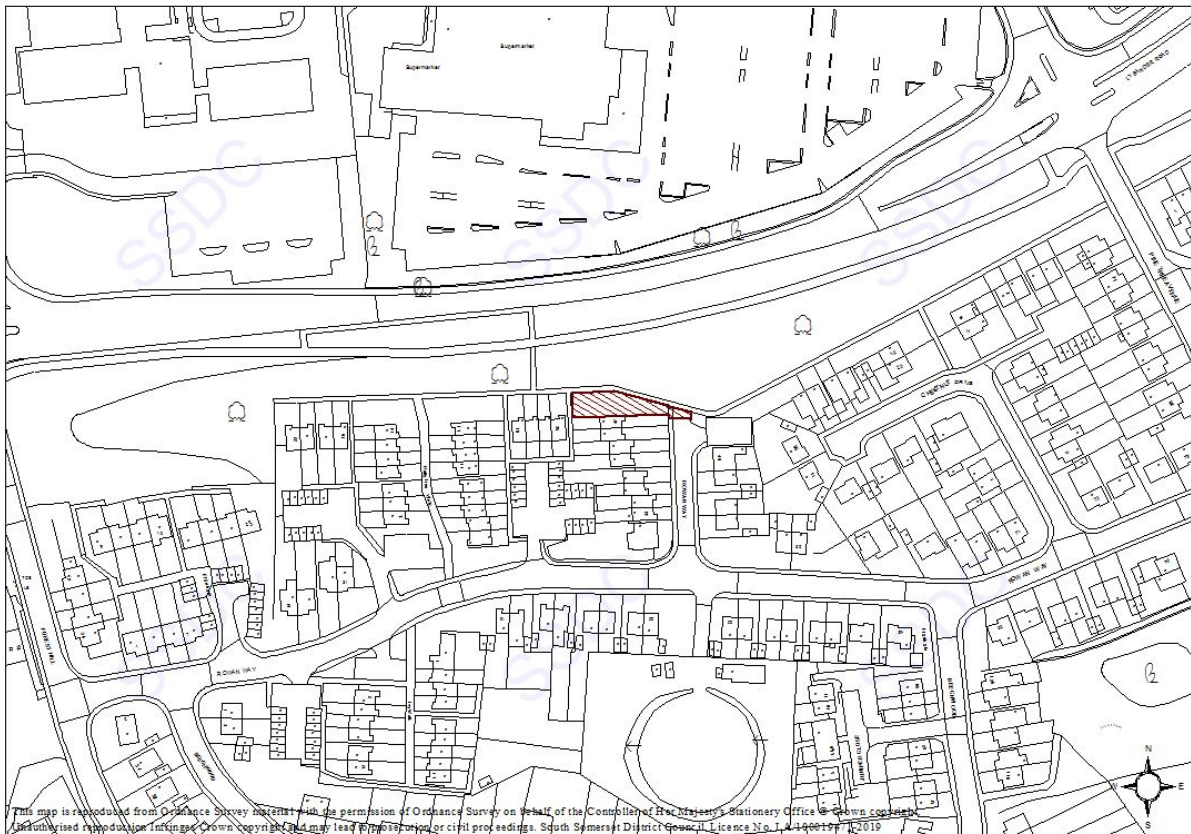
Officer Report On Planning Application: 18/01704/FUL

Proposal :	Erection of an attached dwelling
Site Address:	47 Rowan Way Yeovil BA20 2NP
Parish:	Yeovil
Yeovil (South) Ward (SSDC Member)	Cllr J Field Cllr N J Gage Cllr S McAllister
Recommending Case Officer:	April Waterman Tel: 01935 462499 Email: april.waterman@southsomerset.gov.uk
Target date :	24th July 2018
Applicant :	Mr Nick Barnes
Agent: (no agent if blank)	Mr Stephen Way Durdle Door Littledown Shaftesbury SP7 9HD Dorset
Application Type :	Minor Dwellings 1-9 site less than 1ha

Reason for Referral to Committee

The application is referred to the Committee at the request of one of the Ward Members and in agreement with the Area Chair to enable the planning considerations to be discussed.

Site Description and Proposal





The site lies on the west side of a northern spur of Rowan Way in an established residential area within the urban framework of Yeovil. The site forms part of the front, side and rear garden serving an end-of-terrace two storey house. The plot is quite level. It is bounded on the south side by the existing house and the remainder of its front drive and garden, to the east by the cul-de-sac of Rowan Way, and to the west by a footway and the side of the house and curtilage of no 25 Holly Tree Walk. To the north the site is bordered by the east-west footway continuing from Holly Tree Walk, which runs along the southern edge of the landscaped verge (an extensive area of grass, shrub and tree cover) of the A3088 Lysander Road. The plot is currently bounded on the west, north and part east by timber fencing. The front garden of no. 47 has been largely paved over to create car parking, accessed by a relatively new wide dropped kerb off the north west end corner of Rowan Way.

The area is characterised by two-storey brick and concrete-tiled modern housing that is arranged in terraces or in handed pairs of semi-detached housing (some extended), with a single detached house at the southern end of the spur. The housing on this part of Rowan Way is served by a mixture of original driveways, newly-paved forecourts, a parking area on the eastern side of the end of the cul-de-sac, and on-street parking, together with a courtyard of garages to the west of the site.

The "building line" along both sides of the cul-de-sac is staggered with each pair of houses set slightly further back from its southerly neighbour on the western side of the spur. On the eastern side this staggered effect is mirrored. The terraces of housing which face onto or are perpendicular to Holly Tree Walk are also generally respectful of the alignment of this curving footway along its southern edge, although the rhythm of house forms is broken at the end of the spur where high timber fencing, to enable privacy on rear garden areas, and an open area of courtyard parking at the turning head of the cul-de-sac break this alignment. The front gardens along Rowan Way are, where not hard-surfaced, largely laid to grass, with just a few small trees and shrubs adding vertical interest in an otherwise fairly open plan area. Dropped kerbs enable vehicles to cross the footways that line both sides of Rowan Way. Timber boarded fencing defines the side and rear gardens of corner plot housing at both the north and south ends of the spur.

The landscaped highway verge that runs along the southern side of Lysander Road (to the north of the site) measures, at its narrowest part between the site and the A3088 carriageway, some 32 m, and at its widest about 43 m. The landscaping comprises grassed areas, with tree and shrub cover giving hit-and-miss screening along the route between the A road carriageway and the housing on Rowan Way and Holly Tree Walk, and accommodates a central footway along its length.

The application site is at the junction of the rectilinear and fairly regular housing pattern of residential development in this part of Rowan Way, and the informal landscaped highway verge, although the site falls clearly within a domestic land use (being part of the defined garden of the end-of-terrace house at no.47).

The land lies within Flood Zone 1, and in an area identified as being less susceptible to surface water flooding. The site hosts no trees protected by a TPO, nor is it identified as potentially contaminated.

The application seeks full planning permission to attach a new two storey house to the end of the terrace, set back from the face of No. 47, and thereby to continue the staggered frontage of the terrace. The proposed foot print of the new dwelling has been amended to now copy the width of the existing no. 47, so reducing the proposed accommodation from three bedrooms to two, and showing an eaves, ridgeline, porch and fenestration detail to match its host building. The existing front paved area is shown divided between no. 47 and the new house to provide 2 in-series car parking spaces for each dwelling, both sets being accessible by the recently-laid dropped kerbing.

First floor windows from the rear of the new dwelling would enable views over the front garden of no 25 Holly Tree Walk to the west at a range of about 9 metres, although no views into this house itself would be enabled (the flank wall of no. 25 has no upper floor opening). Otherwise, the aspect of the proposed dwelling would be across the end of Rowan Way cul-de-sac, across the landscaped area and along the footpath.

A design and access statement accompanied the initial plans submission, and additional information has been supplied during the course of the application, stating the intention to let the property, confirming that the paved car parking area at the front of no. 47 complies with proper drainage for water run-off, and that conservatories and log cabins have been erected further along Lysander Road that break the design aesthetic of the area and lie outside the building line.

HISTORY

17/03549/FUL Erection of dwelling. Permission refused 20.10.2017.

CONSULTATIONS

Parish Council

Initial scheme: Refusal on the grounds that the application would
Breach the existing building line,
Cause overdevelopment,
Impinge on green space,
Increase surface water run-off, and
Be out of keeping with the design of the area.

Revised scheme: Having looked at the new design of this application, I am still opposed to this development. It will break the frontage of the building line, there is an access path which is used regularly running along the north side, this building will come close to the edge of the path, there is already a high wooden fence there, which is against the by-laws (I would like to see that removed as well, this area was supposed to be open plan). The fence casts a shadow on the path particularly in the evenings. The extension would increase the shadow. I still believe these are grounds for denying the application along

with the obvious over development of the site, high fences included.

SSDC Highway Consultant

Initial scheme: I refer to the comments I made in response to the previous similar planning application on this site (17/0359/OUT) which apply equally to the current scheme, as follows: 'I understand the car parking area (capable of accommodating four cars of minimum dimensions 5.5m x 2.4m per space) has already been constructed. I assume the hard surfacing has been drained to ensure no surface water would discharge on to the public highway. The level of parking is appropriate being in line with the Somerset Parking Strategy optimum standards and I have no issues with the safety implications of the scheme.'

Revised scheme: No further significant comments to make although it may be useful if the individual parking spaces (two per property) are marked out on the plans in accordance with the dimensions I have stated previously.

SCC Highway Authority

Initial and revised scheme: Standing advice applies

SSDC Engineer

Comments awaited

SSDC Environmental Protection

I have no comments

REPRESENTATIONS

The initial application was publicised by the display of a notice on the site, and by the notification by letter of neighbouring residents and of one further address within the locality. The revised drawings were subject of re-notification by letter of the neighbours.

Initial scheme: Objections raised to the proposed development comprised the following comments:

This would greatly restrict the light to the homes of 19 - 25 Holly Tree Walk.

Also with regards to the building line already being broken (no. 14) I would like to note this is only a one level conservatory attached to an already present dwelling - not a double storey 3 bed new dwelling.

A previous application made on September/October 2017 was refused on the basis that:

Overdevelopment of the site;

Would extend outside the established building line;

Would impinge upon green space;

Design not in keeping with existing houses.

Whilst efforts have been made to address the latter comment, the first three remain valid and unaddressed.

I would wish to highlight again the problem of surface water run-off, the green spaces between the existing houses and Lysander Road being needed to soak-away surface water draining downhill. The frontages of 19 - 21 - 23 and 25 Holly Tree Walk are particularly susceptible in this respect.

If approved (even with conditions attached) this proposal would set a precedent which could be problematical at later date.

Revised scheme: I would contend that the reservations expressed [previously] are still valid and would wish to re-state my objection to this planning application.

POLICY

Section 70 (2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 together govern how the Council makes decisions on planning

applications. To the extent that development plan policies are material to an application for planning permission the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

The National Planning Policy Framework 2012 was replaced with a new version in July 2018. This document is a material consideration in planning decisions. While the Framework should be read as a whole, attention is drawn here to the relevance of particular Chapters and Paragraphs contained within it.

National Planning Policy Framework

Chapter 2: Achieving sustainable development, including Paragraph 11 The presumption in favour of sustainable development.

Chapter 5: Delivering a sufficient supply of homes

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

South Somerset Local Plan (2006-2028)

The development plan comprises the South Somerset Local Plan 2006-2028 (adopted March 2015), the policies of which (that are relevant to this application) are set out below:

Policy SD1 - Sustainable development

Policy SS1 - Settlement strategy

Policy SS4 - District-wide housing provision

Policy SS5 - Delivering new housing growth

Policy SS6 - Infrastructure delivery

Policy YV1 - Urban framework and greenfield housing for Yeovil

Policy HG5 - Achieving a mix of market housing

Policy TA1 - Low carbon travel

Policy TA5 - Transport impact of new development

Policy TA6 - Parking standards

Policy EQ1 - Addressing climate change in South Somerset

Policy EQ2 - General development

Policy EQ5 - Green infrastructure

Policy EQ7 - Pollution Control

Somerset County Council Parking Strategy (March 2012) and Standing Advice (June 2013) are relevant to the interpretation of Policy TA6 above.

CONSIDERATIONS

The key considerations in this case are:

Whether in principle this proposal in this location comprises sustainable development;

Whether the design of the proposal demonstrates an appropriate form and scale of development that respects the character of the locality and results in no harm to residential amenity or to the local environment, and

Whether impacts of the development on the safety and convenience for all highway users are satisfactory.

Principle of development

The site is located on Rowan Way, within the Urban Framework of Yeovil, where the principle of new housing is accepted and focussed (policies SD1, SS1, SS4, SS5 and YV1). Within the expectation that Yeovil will deliver 7441 new homes over the Local Plan period, there is a reliance on windfall developments such as that proposed to make up a significant proportion of the new units. The location

of the proposed development site is within reasonable distance of commercial and community services, places of employment, and public transport links, so in general terms a new residential unit in this location would be considered to comprise sustainable development. The scheme would accord with the terms and objectives of Policies SD1, SS1, SS4 and YV1 and with guidance contained in the NPPF 2018.

Design

The grain of development within this area is typified by pairs and short terraces of two-storey housing, generally respecting a discernible building line parallel with the highway on both sides of Rowan Way, and to a lesser extent west and east along Holly Tree Walk. There is in general a rhythm of frontage widths along the western side of the street with which the proposal now complies. However, the extension of built form to the immediate north of the existing flank wall of no. 47, and to the north of the front wall of no. 25 Holly Tree Walk would break a notional building line formed by the Holly Tree Walk housing frontages, and the side wall of no. 47. This alignment is not continued clearly to the east of the site: the extrapolation of the line of house frontages further to the east shows that the existing no. 47 already breaks such a line, and the wide gap in built form from no 47 eastwards across the end of the cul-de-sac and parking area, to no 28 Chestnut Drive, negates real continuity of this "building line". The depth of landscaped open space which forms the highway verge is at its greatest at the junction point of this spur of Rowan Way. As the existing no 47 is already visible in westward views along the footway then the change to the pattern of development in the area resulting from this new additional attached house is considered to be proportionate in scale and therefore acceptable.

The architectural detailing of the proposed attached dwelling has been amended to accord better with that of the host structure. While clearly identifiable as a separate dwelling from the no. 47, the new construction would generally respect the overall height, materials palette and scale of housing in the street. Precise specifications for all materials, including for boundary treatments, can be secured by condition. Overall the proposed development is considered to fit with the form and design of housing in the area.

The impact of the proposed development would not harm the levels of privacy, light or tranquillity currently enjoyed by residents of nearby properties. It is estimated that the cast of shadow from the proposed building would not diminish the levels of natural light (day and sun) to be experienced within any existing residential property. There may be a diminution of existing levels of early morning light reaching the front garden and side wall of no. 25 Holly Tree Walk, but this reduction in light would represent a very small proportionate change, and be experienced in a relatively short period of the day and year compared to the present extent of shadow cast by existing buildings. The views from the upper windows of the proposed building would not have a line of sight into other existing dwellings to any greater degree than is currently possible, but instead would improve the natural surveillance of the landscaped open space to the north of the site. Front side and rear garden areas are proposed to serve the new development, and an adequate amount of front and rear garden space is shown to be retained for the existing dwelling. No refuse and recycling storage arrangements for the existing or proposed dwellings are indicated, but adequate space appears to exist within the site and retained area for these facilities to be provided, so details may be secured by condition. Furthermore, it is considered that the space and circulation of the layout within the proposed dwelling would provide acceptable living standards for future residents.

No change to the extent of the landscaped area to the north of the site would ensue from the proposed development, as the new dwelling would be sited totally within the existing fenced private garden area of no. 47. There would be no impact on the vegetation comprised within this landscaped area.

No comment has been received from the drainage engineer with regard to the impact of the new dwelling on surface water drainage operations in the vicinity. This matter may be controlled by the imposition of the recommended condition on any planning permission granted.

It is considered that the proposed development would have an acceptable impact on the character and

appearance of the area, and would, by the addition of a new dwelling in the District, assist in the social dimension of sustainable development, in accordance with the Strategic Objectives set out in the Local Plan. The proposed development would not result in an unacceptable level of overlooking of, cause disturbance to or be overbearing upon neighbouring properties, and the new unit would benefit from a reasonable standard of amenity. The scheme can be controlled by condition to ensure that no harm arises to the local water and other natural environment. Subject to suitable conditions, the proposals are considered to comply with Policies Policy SD1, EQ1, EQ2, EQ5 and EQ7 of the South Somerset Local Plan 2015 and in guidance contained in the NPPF 2018.

Access and highways

As noted above, the existing vehicular driveway serving No.47 Rowan Way is proposed to provide access and parking for the new and the existing houses, which, at 2 parking spaces per dwelling, meets the optimal standards set out in the County Parking Strategy, and is therefore considered to be acceptable. No physical definition between the parking spaces for the proposed and existing dwellings is indicated, and this would allow for cars to manoeuvre into and out of the spaces easily and safely.

It is considered that the potential additional traffic to be generated by the construction of a single dwelling in this location would not likely cause danger or inconvenience to other highway users. This cul-de-sac spur of Rowan Way is an unclassified road, and the application site is located off its turning head. Vehicles leaving the site in reverse gear would have adequate provision for manoeuvring into a forward gear before travelling along Rowan Way, therefore. Conditions are recommended to secure the retention of parking provision for both the existing and the proposed dwellings.

No electric vehicle charging points, and no cycle storage facilities are indicated on the drawings, but these may both be required by condition on any planning permission granted.

Subject to compliance with these conditions, the proposed development would accord with policies TA1, TA5 and TA6 of the Local Plan and with the guidance set out in the NPPF 2018. .

RECOMMENDATION

Approve with conditions

01. The proposed house and its curtilage are considered to constitute sustainable development, being located within the urban framework of Yeovil, designed to complement the character and appearance of the area, providing suitable amenity for its future residents and having an acceptable impact on the amenity of neighbouring residents and the natural environment in the locality, and causing no harm to the safety and convenience of all users of the highway network close to the site. The scheme is considered to accord with the terms and objectives of national and local planning policy and guidance, comprising the NPPF 2018 and the adopted South Somerset Local Plan 2006 - 2028 with particular regard to the following policies: SD1, SS1, SS4, SS5, SS6, YV1, HG5, TA1, TA5, EQ1, EQ2, EQ5 and EQ7.

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:

Drawing 1960/11 Location Plan received 25 May 2018
Drawing 1960/10B Proposed scheme received 29 August 2018

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

03. No development hereby permitted shall commence on the site until details of the drainage arrangements for surface water from the new building and from all new hard-surfaced areas within the site shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall be so retained thereafter.

Reason: To secure the protection of the local water environment, in accordance with policies EQ1, EQ2 and EQ7 of the adopted South Somerset Local Plan 2006 - 2028 and guidance set out in the NPPF 2018.

04. No construction works relating to the new building shall be commenced until specifications of the type, material, colour and finish of all materials to be used in the external finishes of the building, of all boundary enclosures and of all new hard-surfacing shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved specifications.

Reason: To secure an appropriate quality for the development, in the interests of the character and appearance of the locality, in accordance with policy EQ2 of the adopted South Somerset Local Plan 2006 - 2028 and guidance set out in the NPPF 2018.

05. The development hereby permitted shall not be first occupied until the car parking facilities to serve the new and the existing dwelling on and adjoining the site respectively, as set out on the approved plans, shall be retained as so laid out for these purposes, without obstruction between any of the parking spaces, for the duration of the occupation of the new dwelling.

Reason: To secure adequate parking facilities for the proposed and existing dwellings, in the interests of the safety and convenience of all users of the highway network in the vicinity of the site, in accordance with policies TA5 and TA6 of the adopted South Somerset Local Plan 2006 - 2028 and guidance set out in the NPPF 2018.

06. The development hereby permitted shall not be first occupied until storage for cycles, storage for refuse and recycling materials and an electric vehicle charging point shall have been provided in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority. These facilities shall be retained for the duration of the occupation of the new dwelling.

Reason: To secure the appropriate provision of services and facilities for the proposed dwelling to encourage low carbon sustainable behaviours in the interests of addressing climate change, in accordance with policies SD1, TA1, EQ1 and EQ2 of the adopted South Somerset Local Plan 2006 - 2028 and guidance set out in the NPPF 2018.

Informatives:

01. As required by Sec 70 (2) of the Town and Country Planning Act 1990 and Sec 38 (6) of the Planning and Compulsory Purchase Act 2004, to the extent that its policies are material to this application for planning permission, this decision has been made in accordance with the development plan policies set out in the South Somerset Local Plan 2006 - 2028 and also with regard to the guidance set out in the National Planning Policy Framework 2018. No material considerations in the NPPF 2018 or elsewhere indicate that a decision should be made otherwise