

Brent Knoll

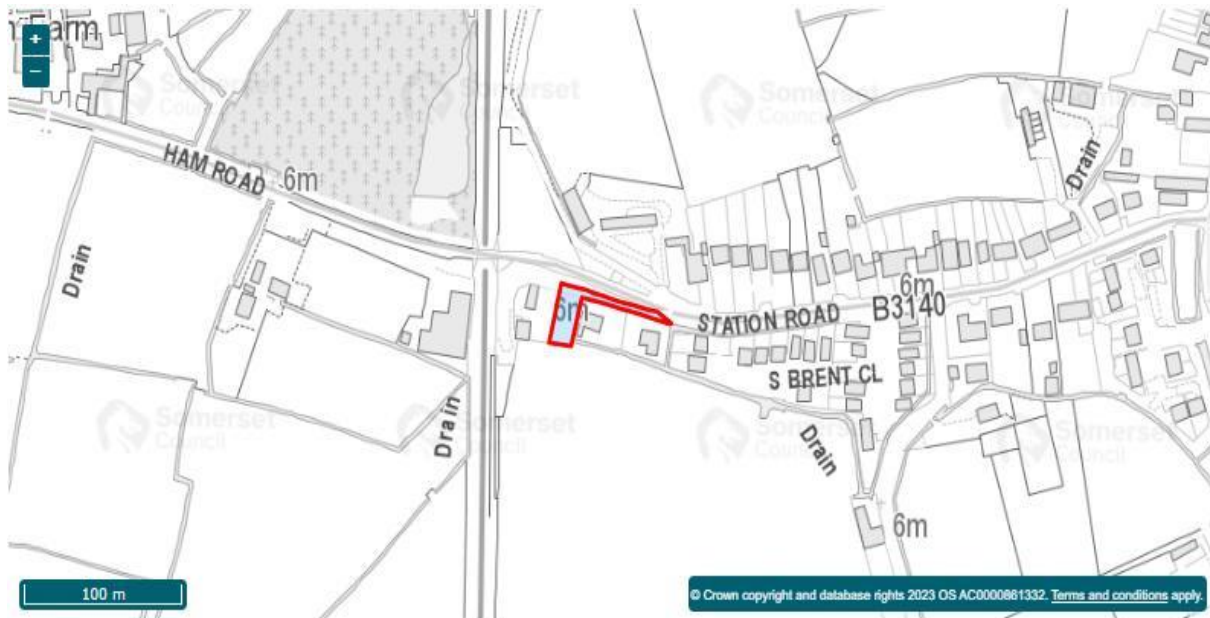
07/23/00007/LE registered 28/02/23

Expiry Date: 24/04/2023

(Full Planning Permission)

Proposal:

**Erection of 1no. detached dwelling (revised scheme).
at Land To The East Of, Journeys End, Station Road,
Brent Knoll, Highbridge, Somerset for Ms J Hughes**



Committee decision required because

This application is referred to the area committee at the request of the Chair and Vice Chair to enable the issues raised by the Parish Council to be debated.

Background

Journeys End is a detached two storey dwelling sited to the south of an unadopted vehicular track. The property is served by a garden to the south and east. The east boundary is adjacent to a residential bungalow.

The application seeks consent for the erection of a detached dwelling, within the garden space of Journey's End, adjacent to the boundary shared with the neighbouring bungalow. The proposed dwelling would have a pitched roof with gable dormers to the front and rear elevation and served by an attached single storey hipped garage to the east elevation. The property would be finished in brickwork and concrete interlocking roof tiles.

The application site has previously been refused consent for a dwelling in this location due to concerns regarding the vehicular access.

Relevant History

07/21/00006 DC Erection of detached dwelling and formation of new access. REF

Supporting information supplied by the applicant

Design and Access Statement
Highways Technical Note
Flood Risk Assessment

Consultation Responses

Parish Council - Support.

"Support is given to the proposal on the grounds that it provides additional accommodation and is in Character to the village and the surroundings this was a majority decision."

Environmental Health - No comment.

Civil Contingencies - Recommend flood warning and evacuation plan.

Network Rail - No objection.

Internal Drainage Board - No objection, recommend informative.

Highways - Objection due to highway safety concerns.

Wessex Water - No public sewer on site.

Representations

1 received commenting that resident currently has to reverse onto spur road and proposed driveway is close to existing driveway.

Most Relevant Policies

National Planning Policy Framework

Sedgemoor Local Plan (2011-2032)

S2 Spatial Strategy for Sedgemoor

T3a Tier 3 Settlements - Housing

D1 Flood Risk and Surface Water Management

D2 Promoting High Quality and Inclusive Design

D13 Sustainable Transport and Movement

D14 Managing the Transport Impacts of Development

D20 Ecological Networks

D25 Protecting Residential Amenity

Community Infrastructure Levy (CIL)

The application is for residential development in Brent Knoll where the Community Infrastructure Levy (CIL) is Non-urban Residential £104.57sqm of additional gross internal floor area created. Based on current rates, the CIL receipt for this development would be in the region of £16,671.02. This amount does not take into account any existing floor space on site that may be converted or demolished, or any CIL exemption or relief that may be eligible.

Main Issues

Principle of Development

The spatial strategy for Sedgemoor presents a settlement hierarchy, the purpose of which is to provide a basis for the distribution of development across the district. Tier 3 settlements are considered to be smaller and more rural, with adequate but basic levels of key local services and facilities, necessary to meet the needs of the community.

The application site lies within the Development Boundary for Brent Knoll, a Tier 3 settlement. A further requirement of Policy T3a requires development within such areas to be appropriate to the scale, design and existing character of the settlement and for a proposal to not unacceptably harm the character or amenity of any nearby property.

The proposal is for a one and a half storey dwelling sited within the existing garden of a detached two storey dwelling. The property to the east is a single storey bungalow. It is considered that the proximity to the proposed two storey building with the single storey bungalow is acceptable in terms of the transition between the different height buildings. The proposed dwelling is within the Development Boundary for Brent Knoll and is considered to be an acceptable addition and would

not unacceptably harm the character or amenity of any nearby property. As such, the proposal is considered compliant with Policies S2 and T3a of the Local Plan.

Visual Amenity

Policy D2 seeks to achieve high quality, sustainable and inclusive design which responds positively to and reflects the local characteristics of the site and identity of the surrounding area and be of a design solution that makes the most efficient use of land through appropriate densities, whilst recognising the need for positive treatment of the spaces around and between the buildings.

Policy T3a also requires development to be appropriate to the design and scale of the existing built environment's character.

Within the immediate area of the application site, there are a variety of property types constructed using a range of materials. The design of the proposal is considered to be in-keeping with the type of buildings in the area due to the use of complementary materials and style.

In respect of the impact of the scale of the proposed building on the street scene, to the East lies a bungalow and to the west a two-storey dwelling. The proposed property will have a ridge height that is between the two existing dwellings and is therefore considered to be an acceptable visual addition to the existing built environment.

For these reasons, the proposed building is considered to be visually acceptable in terms of its impact on the street scene and surrounding area and as such, complies with Policies T3a and D2 of the Local Plan.

Residential Amenity

Policy D2 states that development should 'respect the amenity value of the occupiers of nearby buildings or the wider area' which is supported by Policy D25 which states that 'Particular consideration will be given to the extent that the proposal could result in unacceptable impacts'. This includes consideration of loss of privacy, overlooking, visual dominance, loss of light, noise/disturbance, odour, fumes, vibration and living conditions of future occupants.

In terms of the amenity on offer for future occupants, the proposed dwelling should meet the requirements set out by the National Space Standards for a dwelling of the size proposed.

Whilst the proposed dwelling is in close proximity to the neighbouring property to the East, due to the siting and orientation of the buildings and absence of windows on

this elevation of the adjacent bungalow it is not considered to result in an unacceptable level of overshadowing or overdominance of this property or of Journey's End. Furthermore, no windows are to be inserted to the side elevations of the proposed dwelling and this should therefore limit the opportunities for overlooking of adjacent neighbouring amenity spaces.

It is not considered that the proposed dwelling should impact on the amenities of neighbouring residents through unacceptable level of overshadowing, overdominance or overlooking. As such the proposal complies with Policy D25 of the Local Plan.

Flood Risk

Policy D1 of the Local Plan requires development to pass both a Sequential Test and Exception Test. To create the most sustainable pattern of development the Spatial Strategy seeks to maximise development within sustainable settlements (Policy S2). Therefore the Sequential Test will be considered to be passed for proposals located within identified settlement boundaries, as defined on the Policies Map.

Where the Sequential Test is considered to be passed the vulnerability of the development must still be compatible with the Flood Zone, including application of the Exception Test (as required). In this case a number of flood resilience measures are proposed including flood resilient materials and construction methods, raising of electrical sockets, finished floor levels set at 500mm above adjoining ground level and a first floor refuge provided.

Based on the above the proposal complies with policy D1 of the Local Plan.

Highways Safety

Policies D13 and D14 state that development should ensure that the expected nature and volume of traffic and parked vehicles generated by the development would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated. It should also be compatible with existing transport infrastructure and enhance road and personal safety.

The proposed development will result in the construction of a three bedroom dwelling in Zone C. A property of this size is recommended by the Parking Strategy 2013 to be served by at least three off-road parking spaces. The proposed property will be served by an attached single garage, that meets SCC Highway's minimum requirement of 3mx 6m. In addition to this, two further spaces can be provided within the front curtilage area of the dwelling as well as to the side of the property. The dwelling would also contain an appropriately scaled turning area allowing vehicles to leave the site in a forward gear.

Notwithstanding the acceptability of the on-site parking and standard of the driveway, Highways have objected to the proposal due to the use of the existing access track and the connection of this track with the main highway network (Station Road – a B Class Road). The existing access onto Station Road is considered to be sub-standard due to the difficulties with visibility and the dimensions of the junction itself prohibit safe use. Furthermore, the width of the access track from the highway to serve the proposed and existing properties does not meet the requirement set out by Standing Advice to be at least 5.0m in width for at least 6.0m to allow for passing. It is considered that the increase of use of this access as a result of the creation of a new dwelling would be unacceptable in terms of impact on highways safety.

As the Highways consider the intensification of use of the junction with Station Road and the width of the access track to be unacceptable the proposal does not comply with Policies D13 or D14 of the Local Plan.

Conclusion

Notwithstanding the acceptance of the proposal in terms of it's impact on residential amenity, flood risk and visual amenity, the proposal would have an adverse impact on highways safety as a result of the increase in vehicular movements generated off a substandard access. As such the proposal is contrary to Policies D13 or D14 of the Sedgemoor Local Plan.

RECOMMENDATION

REFUSE PERMISSION

- 1 The existing access track from the application site to the main highway network and the associated junction with Station Road are, by reason of the narrow width of the track, the angle of the turn at the junction creating excessive manoeuvring on the highway and the inadequate visibility of oncoming traffic, considered unsuitable to safely to accommodate the additional traffic movements that would be generated by the proposed dwelling.

As such the proposal is contrary to policy D14 of the Sedgemoor Local Plan 2011-2032.

Schedule A

Location Plan Drg No. JSC/2593/22/11

Block Plan Drg No. JSC/2593/21/10

Proposed Site Plan Drg No. JSC/2593/22/02B

Proposed Plans & Elevations Drg No. JSC/2593/22/01B

Survey Plan Drg No. 200104/3

Survey Plan Drg No. 200104/4