

PLANNING APPLICATION REPORT

Case Officer: Matthew Jones

Parish: Okehampton **Ward:** Okehampton North

Application No: 2128/16/FUL

Agent/Applicant:

Mr Chris Tyson
40 Normandy Way
Walker Lines Industrial Estate
Bodmin
Cornwall
PL31 1EX

Applicant:

Miss K Phillips
Dartmoor View
Germansweek
Devon
EX21 5AF

Site Address: 7 Wonnacotts Road, Okehampton, Devon, EX20 1LX

Development: Erection of two bedroom detached bungalow with parking space

Reason put before Planning and Licensing Committee: The Ward Members have requested that this application be determined by the Planning and Licensing Committee due to concerns regarding the design and overdevelopment of the site, the impact of the proposal on neighbouring amenity and the impact upon access, parking and highways safety



Recommendation: Conditional approval

Conditions:

Time
Accord with Plans
Materials samples prior to installation
Drainage details prior to commencement of development
Unsuspected contamination

Key issues for consideration:

The main issues are the design and massing of the proposed dwelling, drainage, access and parking and any impact upon the amenity of neighbouring dwellings.

Site Description:

The application site is a large side garden currently serving the bungalow at no.7 Wonnacotts Road. The side garden marks the point where the unpainted render bungalows at the entrance to Wonnacotts Road make way for the red brick two storey terraced and semi-detached housing further into the street. The site is within the Okehampton Development Boundary,

The Proposal:

Planning permission is sought for the erection of a two bedroom detached bungalow with an associated parking space. The dwelling has a single ridge running at 90 degrees to the highway with a facing gable clad in weatherboarding. There is a natural stone faced plinth and the rest of the building is rendered under a slate roof.

Consultations:

- County Highways Authority

No objection – *‘The site already has a vehicular access from the highway, a residential cul-de-sac subject to a 20 m.p.h. Speed limit. There is no on-site turning available, similar to virtually every other premises in the street. The highway authority would not insist upon such a provision in this type of location anyway. The site access is proposed to serve the new property instead of the ‘donor’ property, number 7.*

The only real identifiable change, therefore, is that number 7 will no longer have an off-street parking provision of its own. I note it is advertised for rental at the moment.

The number of spaces that should be provided for new development is a matter for the planning authority not the highway authority and it is understood there are no minimum car parking standards currently adopted.

Without policy backing for the number of parking spaces provided and bearing in mind the content of the NPPF with respect to the limited criteria with which a highway related objection can be raised, I cannot raise a sustainable objection on highway grounds. Your authority may of course separately assess the parking provision may have on the amenity of the residents, but that is not a matter for the highway authority.’

- Environmental Health Section

Initial holding objection removed following additional comments from applicant

- Okehampton Town Council

Objection due to concerns regarding overdevelopment, density and the impact on onstreet parking and the safety of the proposed access arrangement

Representations:

2 letters of representation have been received at the time of writing this report. One of the letters originally raised concern regarding elements of the scheme which have subsequently been resolved and the member of public is now in support of the application, stating that it will not affect their property.

The other letter raises concern regarding the Environmental Health Officer's original holding objection, the potential impact on neighbour amenity and the any disruption during the construction phase.

Relevant Planning History

None

Analysis

Principle

The site is within the Okehampton Development Boundary where new residential development is considered acceptable subject to material planning considerations. The side garden is disproportionately large compared to other side gardens in the streetscene and is considered by officers to present a potential building plot. It also marks a point of transition in architectural style between the two storey red brick dwellings and the unpainted render bungalows.

The proposed bungalow is small scale and, overall, the proposal is considered to present adequate levels of outdoor amenity space to prevent overdevelopment of the plot. The street scene is characterised by a mixture of detached, semidetached and terraced dwellings with generally a higher degree of density, and the infilling of this plot as proposed is considered acceptable within this context.

Design and massing.

The site is adjacent to an existing two storey dwelling and a bungalow and the massing is acceptable in comparison to the surrounding properties. Although there is an absence of weatherboarding within the street scene, there is again a mixture of finishes, although render and brick predominate, and the use of boarding on this proposal is not considered to be materially harmful or at odds with the overall streetscene within this specific location, within this specific plot.

The dwelling could be an asset to the street scene, subject to the quality of the finishes, and officers therefore believe it to be reasonable to require additional details of finish materials prior to their installation.

Access and Parking

The dwelling provides a single onsite parking space and reuses the existing vehicular access. Although this means that the existing bungalow will lose this current parking provision, officers consider that there to be adequate street parking available to accommodate the additional parking resulting from this development.

Although this scheme will result in the need to either reverse in or out of the site, this is a situation encountered by many properties in Wonnacots Road and is entirely characteristic of this area.

Overall, the access arrangements and small scale increased need for onstreet parking is not considered to render a detrimental impact on highways safety or infrastructure which could be characterised as 'severe' as is required by the Framework.

Overall, the access and parking arrangements are evaluated to be acceptable. The highways officer is not objecting and his reasons for doing so are set out in detail above.

Neighbour Impact

The bungalow is stepped back into the site between the two neighbouring dwellings, meaning that it will protrude forward of the principal elevation of no.9. This will lead to a small scale loss of sunlight in no.9's front window.

However, this will only during short period of the day and, overall, this minimal loss of direct sunlight is considered to be proportionate to the degree of impact resulting from small scale residential development in this area. In addition, the ground floor living area of no.9 is open plan, and light is therefore provided by other windows. The existing fencing and outbuilding will prevent direct overlooking towards neighbouring dwellings.

Overall, the impact on neighbouring dwellings is considered acceptable.

Other issues

Officers conclude that there is adequate space to provide an onsite soakaway and the drainage specification can adequately be secured by way of planning condition.

Officers note the concern of one resident regarding disruption during the construction phases but there is almost always a degree of unavoidable disruption when development occurs. Although officers could manage this through condition, it is not considered proportionate or reasonable to do so due to the small scale of development.

The Environmental Health Officer has removed their original holding objection regarding the development following the submission of additional information. The extremely unlikely possibility of contamination being uncovered can be adequately controlled by condition.

Conclusion

The concerns raised within the Town Council response and the letter of concern are considered within the above analysis.

For the reasons outlined above this application is considered acceptable and in accordance with the relevant development plan policies. This application is therefore recommendation for approval subject to appropriate conditions.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004

Planning Policy

West Devon Borough Council Core Strategy 2011

SP1 – Sustainable Development

SP5 – Spatial Strategy

SP6 –Density of Housing Development
SP7 – Strategic Distribution of Housing
SP8 – Inclusive Communities
SP9 – Meeting Housing Needs
SP17 – Landscape Character
SP20 – Promoting High Quality Design
SP21 – Flooding
SP22 – Okehampton

West Devon Borough Council Local Plan Review 2005(as amended 2011)

BE13 – Landscaping and Boundary Treatment
T1 – Walking and Cycling
T8 – Car Parking
T9 – The Highway Network
PS2 – Sustainable Urban Drainage Systems
PS3 – Sewage Disposal
PS4 – Private Water Supply

Considerations under Human Rights Act 1998 and Equalities Act 2010

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

Planning Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents to be listed on the decision notice.

Reason: To ensure that the proposed development is carried out in accordance with the drawings forming part of the application to which this approval relates.

3. Prior to installation, samples of the materials to be used in the construction of the external surfaces, including roofs, shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out only in accordance with the details so approved.

Reason: To enable the Local Planning Authority to consider the details of the materials.

4. Prior to the commencement of development, details of a scheme for the provision of surface water management shall have first been submitted to and agreed in writing by the Local Planning Authority.

The development shall take place strictly in accordance with these details and maintained in perpetuity thereafter unless the Local Planning Authority gives written permission to any variation.

Reason: To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control

5. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

Reason: No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.