

PLANNING APPLICATION REPORT

Case Officer: Gemma Bristow

Parish: Ugborough **Ward:** Erme Valley

Application No: 0039/16/FUL

Agent/Applicant:

Mr Graham Jones
3 The Crescent
Plymouth
PL1 3AB

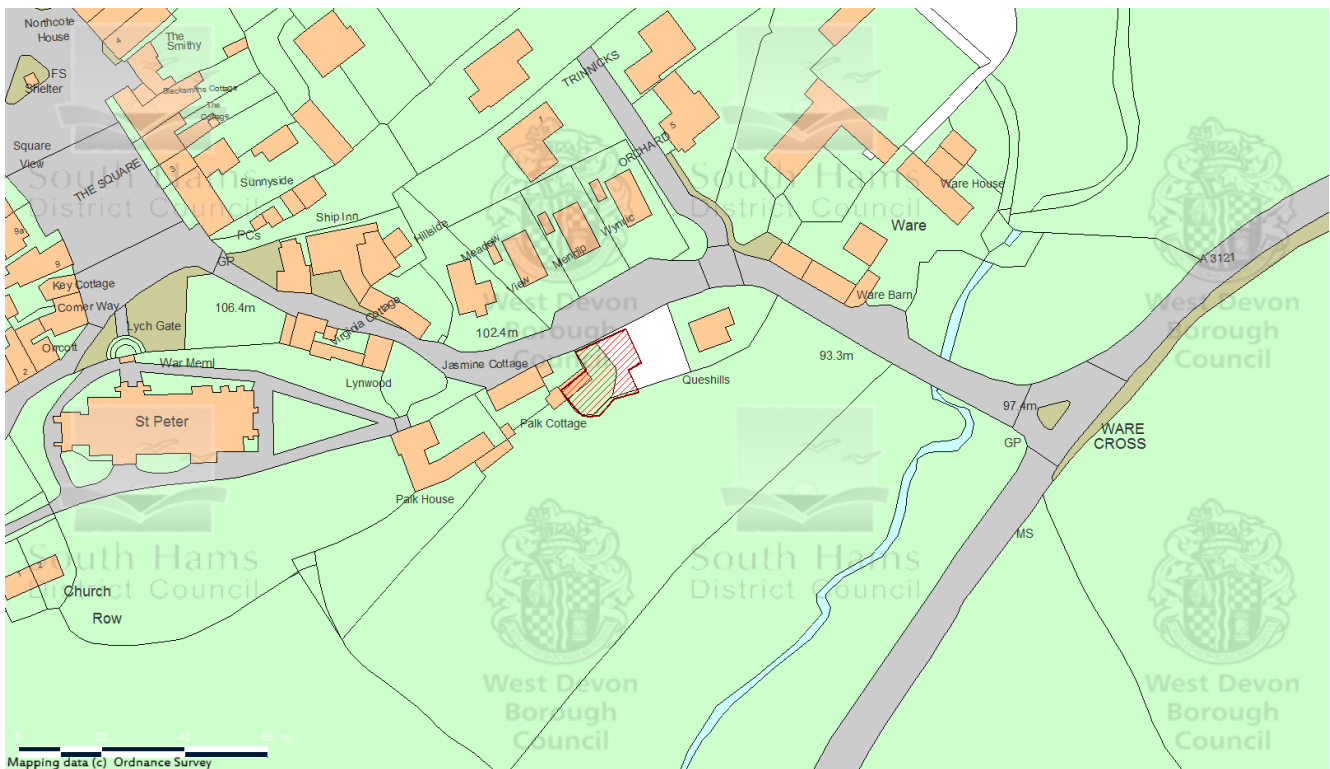
Applicant:

Mrs Unthank
Queshills
Ware Hill
Ugborough
PL21 0NZ

Site Address: Queshills, Ware Hill, Ugborough, Devon, PL21 0NZ

Development: Conversion of domestic garage with first floor storage into separate dwelling together with associated parking

Reason item is being put before Committee: Cllr Holway does not agree that it should be refused on highway safety grounds.



Recommendation:

Refusal

Reason for refusal:

The proposed development would result in danger to highway safety by an increase in the volume of traffic entering and leaving the Class C County Road through an access which does not provide adequate visibility from and of emerging vehicles, contrary to paragraph 32 of the National Planning Policy Framework and policy DP7 of the Development Management Policies Document.

Key issues for consideration:

Principle, design, amenity, parking and access

Site Description:

Barn located on the south side of the road leading into Ugborough from the A3121. Barn located to the west of the dwelling house to which it currently relates and on the southern edge of the Development Boundary of the village of Ugborough. Located on the edge of the Ugborough Conservation Area.

The Proposal:

Conversion of domestic garage with first floor storage into separate dwelling together with associated parking. Conversion would involve insertion of windows/doors to north-east elevation.

Parking created for two vehicles assorted with the proposed dwelling and a further two spaces associated with Queshills main dwelling. Widening of existing access to 4.2m wide.

Consultations:

- County Highways Authority - The proposals include a new dwelling within the existing curtilage of Queshills with associated parking. It is noted the existing access, which will form the vehicle access for both the existing and proposed dwelling is substandard in terms of the available visibility splay at the access. Having driven past the site it is estimated vehicle speeds are in the region of 15 - 20mph. Currently the visibility at the access is restricted by a 1.5m wall to the east of the existing access and a third party 1.5m high wall to the west. As the proposals will be likely to double the existing traffic using the access from around six movements to 12 daily the proposals will be likely to further endanger existing road users. It may be possible to relocate the access to the east slightly and provide a visibility splay to the following dimensions - 20m 'y' distance (to the nearside of the road) x 2.4m 'x' distance x 20m 'y' distance (to the nearside of the road) x 750mm height. If this is possible the application should be dealt with as a standing advice application by the Planning Officer, however if this is not possible the Highway Authority would wish to pursue an objection on road safety grounds.
- Town/Parish Council – support provided to be used ancillary to main house

Representations:

2 letters of objection received on the grounds:

- The site notice was not displayed in the logical location close to the application site
- Park Cottage was restricted from inserting rooflights in the side extension to this property in 2015
- Roof extension is out of keeping and on a prominent roof slope
- Loss of the garage will lead to further parking problems
- The building should remain ancillary to the main dwelling
- The building is very close to Park Cottage so request no services or outlets within the north or west facing elevations.
- Loss of the boundary wall within the conservation area

Relevant Planning History

57/0471/06/F Conversion of garage/store to dwelling unit - Withdrawn June 06

ANALYSIS

Principle of Development/Sustainability:

The existing barn is within the development boundary of Ugborough so the principle of development is considered acceptable in line with policy CS1, subject to the considerations below. In addition, given the Government agenda to allow the conversion of disused buildings to dwellings the principle of the conversion of the barn in question is accepted. It is noted that the Parish have requested that the building would be ancillary to the main dwelling Quehills, however as the proposal as all the facilities necessary for independent living, is of a sufficient size and is physically divisible from the main house it could not be considered ancillary.

Design/Landscape:

The proposed conversion of the building would not involve alterations to the south-west and north-west elevations that face directly onto the adjoining property of Park Cottage. The existing rooflights within the south-east elevation would be replaced by conservation rooflights and a further ground floor window is proposed, and further windows and doors are proposed within the north-east elevation that would face over the proposed parking area. These alterations are considered acceptable in terms of design and would preserve the character and appearance of the conservation area. It is noted that the dormer roof extension initially proposed within the south-east roofslope has been removed from the proposal.

The existing access has been widened to increase the visibility splay which would result in the loss of a small section of the historic boundary wall. While this boundary wall forms an important part of the character of the conservation area on entering Ugborough, it is considered that subject to reconstructing the entrance pillars this small amendment to it is not considered to cause significant harm that would warrant a refusal.

Neighbour Amenity:

The barn is acknowledged to have a very close relationship the adjoining dwelling of Park Cottage. However, with no windows proposed in either elevation facing this property it is not considered to result in significant loss of privacy or noise disturbance.

Highways/Access:

Devon County Highways has assessed the widened access arrangement and concluded that the increase in vehicular movements associated with the creation of the new dwelling and additional parking for Quehills would pose an unacceptable risk in terms of highway safety. While the applicant has indicated an assumed edge of carriageway by a dashed line on the plan, this is not accepted by the Highways Authority as it cannot be guaranteed vehicles will be parked along the nearside of the lane and if a lorry needed a pass a car that line would be encroached upon. Therefore, despite the proposed increased width of access, due to the height of the amended boundary wall it would severely limit the driver's visibility when existing the parking area. The driver would have to edge out into the carriageway before gaining sight of whether any vehicles were passing, in so posing a danger to all highway users. It should be noted that the access arrangements of the adjacent properties are set back from the carriageway and so do not incur the same issues with visibility. While officers acknowledge that there are likely to be other properties within Ugborough with historic poor visibility at accesses, this is not a reason to permit a further substandard arrangement that could result in a traffic accident.

Other matters

It was noted that the site notice was not displayed in the most logical position which may have resulted in neighbours missing the proposal. It is acknowledged that the notice was displayed adjacent to the main dwelling of Quehills which is located to the east of the barn, however given the

barn falls within the curtilage of Quehills and the absence of other suitable locations to attach the notice this is considered acceptable.

Conclusion:

There is no principle objection to the conversion of the historic barn to a new dwelling within the development boundary of Ugborough, and the proposed alterations are also considered acceptable and would preserve the character of the conservation. Nevertheless, due to the narrow existing access arrangements and the importance of the historic boundary wall to the conservation area, the possible visibility splays are still unacceptable and pose a danger to road users. While public benefit of the provision of an additional dwelling, and the preservation of this historic barn needs to be weighed against the highways objection, it is considered the risk to highway safety has to be given supremacy in the decision making. It is for this reason that the application is recommended refusal on highway safety grounds.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004 and, with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Planning Policy

All standard policies listed (delete where not relevant, add others as relevant, including NPPF):

South Hams LDF Core Strategy

CS1 Location of Development
CS7 Design
CS9 Landscape and Historic Environment
CS10 Nature Conservation
CS11 Climate Change

Development Policies DPD

DP1 High Quality Design
DP2 Landscape Character
DP3 Residential Amenity
DP4 Sustainable Construction
DP5 Conservation and Wildlife
DP6 Historic Environment
DP7 Transport, Access & Parking
DP16 Conversion and Reuse of Existing Buildings in the Countryside
DP17 Residential Extensions and Replacement Dwellings in the Countryside

South Hams Local Plan (please delete as necessary)

SHDC 1 Development Boundaries

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.