

Application Number

P/2013/0658

Site Address21 Quinta Close
Torquay
Devon
TQ1 3RW**Case Officer**

Mr Scott Jones

Ward

Ellacombe

Description

Erection of dwelling for letting purposes.

Executive Summary

The scheme proposes the addition of a dwelling within the private curtilage to the side of a semi-detached property located within a residential cul-de-sac. It is important to note that the site also includes a small parcel of land between it and "The Office" building to the West, which is cited as being within the ownership of the applicant.

The scheme offers a suitably scaled and formed dwelling with appropriate parking and ancillary space for both properties. It is considered to offer suitable living environments and also to have little impact upon the character or appearance of the area. It is also considered to maintain suitable levels of amenity, with little affect upon the enjoyment of adjacent plots due to its scale, orientation and the general building arrangement across the borders.

That being said, elements of the design should be improved in order to provide a scheme that can be fully supported. The principal building line should be drawn back slightly and the principal elevation should be enlightened by the introduction of brick elements to mimic the host building. These matters have been raised with the agent and revised plans are expected.

Were the above matters addressed the scheme is considered to result in the efficient use of urban land and to provide an opportunity for appropriately formed in-fill frontage development within a residential street.

Conditions should ensure detailed design is appropriate, that suitable drainage is explored, and that the parking is instigated and kept in place. The proposal should only be approved with appropriate planning contributions secured to offset the impact upon local infrastructure.

Recommendation

Committee Site Visit; Conditional Approval; subject to revised plans that (i) draw back the principal building line behind that of the existing dwelling and (ii) confirms the site arrangement in respect to the adjacent plots to the satisfaction of the Executive Head of Spatial Planning, and; subject to appropriate conditions and secured planning contributions in-line with adopted policy guidance either by way of an upfront payment or S106 Legal Agreement. S106 to be signed or upfront payment received within 3 months of the date of this committee meeting or the application be refused for reasons of the lack of a s106.

Site Details

Residential plot within a fairly modern cul-de-sac that holds a semi-detached two-storey dwelling finished in brick and render with modern casement windows. A detached flat roofed single garage sits to the side of the dwelling. The site includes a portion of land to the East of the established side boundary between it and the adjacent single storey "Office" building. Clarity on the extent of the

additional land in ownership has been requested.

Detailed Proposals

Erection of an attached dwelling on the side elevation of the existing dwelling, together with revised parking across the site to serve the two properties. The proposed dwelling is 6.5 metres wide, which is 0.5 metres less than the host dwelling, and is 6.3 metres deep, which is 1.7 metres less than the host dwelling. The two-storey height is comparable to the host building, however due to a drop in levels the eaves height of the proposal is circa 2 metres lower than that of the host dwelling. Materials are outlined as render walls with concrete tiles and upvc windows and doors.

Summary Of Consultation Responses

Highways – No objection

Drainage Officer – Summary comment is that before planning permission is granted the applicant must supply details of infiltration tests and the detailed design for the soakaways.

South West Water – Before both surface and foul water may be permitted to be discharged into the public sewer it needs to be demonstrated that the site is not suitable for soakaway drainage.

Building Control – Full compliance with Part B and Part M would be necessary, radon prevention measures will be necessary, and SWW would require percolation tests prior to ruling out the use of a soakaway to drain surface water.

Summary Of Representations

A number of representations have been received that raise the following comments:-

- highway/parking/congestion impacts
- loss of light to surrounding properties
- visual impact
- out of keeping with the semi-detached form
- precedent
- garden grabbing

Relevant Planning History

None. The design and access statement states previous support from officers, however, this statement is incorrect according to our records.

Key Issues/Material Considerations

The key issues relate to the visual implications, potential amenity impacts, highway matters, and the quality of the residential environments produced.

Visual impacts

The scale and general form of the proposed dwelling is considered acceptable within the context, with it loosely being commensurate with that of the host property, the attached neighbouring property, and other dwellings within the vicinity. Although the development will alter the symmetry and pairing of the existing buildings, the dwelling will read as a subservient wing extension to the main property.

The window pattern and door entrance within the principal elevation is reflective of that in the host dwelling, as is the simple gabled roof form, which again offers an acceptable attribute. It is noted that the walls are to be render and it is considered that it would be more locally reflective to introduce elements of brick to mimic the established form of the existing pair and wider development.

A revised plan should be submitted to show this key part of the detailed design, as the plain render

finish currently offered would sit somewhat uncomfortably. The side and rear elevations are less sensitive and the window arrangement, which would appear to have been devised in order to limit amenity impacts, is considered acceptable. The introduction of a third property to the current pair is not considered visually harmful, given the subservience and the scope for additions within this wide plot. Development sweeps around a corner and the street holds bungalows, dwellings and a larger flat complex within its arrangement. The form is not so regimented that the introduction of the building in the plot, which sits in a quite unique location, would visually harm the streetscene. The step down responds to the slope found within the site and limits the prominence of the build when approached. It is noted that the front building line is not recessed and it is considered preferable that it is taken back one or two brick widths in order to clearly delineate the old from the new. This would also reinforce the subservience of the building. A revised plan should achieve this amendment.

Should the proposal be set back slightly from the front building line and should elements of brick be introduced to mimic the established form within the principal elevation, then the proposal is considered acceptable on visual grounds, sitting comfortably within the context and according with relevant local and national policy guidance.

Amenity impacts:

The proposal would not have an overbearing impact in respect of the neighbouring properties and its relationship, in terms of size and bulk, would not result in a materially detrimental impact on the amenities of occupiers. The relationship would be somewhat typical of many similar relationships found elsewhere in urban areas. No new unreasonable overlooking would arise from the introduction of new windows, as proposed, and the scale would limit any potential loss of light or outlook. It is pertinent to note the relationship of buildings on site and the relative perspectives of the site from the neighbouring buildings.

Highway/movement implications:

The proposal offers a revised parking arrangement that supplies two spaces each for the host dwelling and the proposed dwelling. This level of parking is considered commensurate with the scale of the two dwellings and the established general character of parking supply in the cul-de-sac. The access is similar to others in the area, being over a pavement onto the gently winding highway. There is no concern from the Highway Department in regard to visibility or the safety of the access. All matters considered the scheme is considered to offer a commensurate parking arrangement that would not demonstrably impact highway safety or movement in or around the area.

Quality of the residential environment:

The proposed dwelling is appropriately scaled and has appropriate window openings to habitable spaces in order to offer natural lighting to rooms and a degree of outlook. There is suitable ancillary parking to afford facilities commensurate with the size of the property and likely occupation, and the outdoor amenity space, although relatively small when compared to properties in the area, does offer some form of private garden. The proposed unit is therefore considered acceptable.

The impact upon the host dwelling is considered acceptable as this property maintains its own private garden space to the rear and the revised parking arrangement supplies replacement parking to the front. The removal of side windows is not considered detrimental as the property has front and rear windows, which maintains natural light to principle rooms. All matters considered the quality of the residential environment for the occupiers is acceptable.

The above comments are based upon the detail of the size of the plot outlined within the application, which takes in the side of the host property and a degree of land between it and "The Office" to the West. Greater clarity on the full arrangement between plots has been requested and any support for the proposal is given subject to further plans that offer development to the satisfaction of the LPA.

S106/CIL -

The application proposal has been assessed against the provisions of the document "Planning Contributions and Affordable Housing, supplementary document update 3, Economic Recovery measures April 2011" a financial contribution will be payable in respect of the creation of a flat to the scale indicated with mitigation for the current use. The sums are as follows:

Planning Contributions Summary (*Early payment sums indicated)

| | | |
|----------------------------|-----------|--------------|
| Waste Management - | £50.00 | (£47.50*) |
| Sustainable Transport - | £1,513.33 | (£1,437.67*) |
| Lifelong Learning - | £13.33 | (£12.67*) |
| Greenspace & Recreation - | £913.33 | (£867.67*) |
| South Devon Link Road - | £620.00 | (£589.00*) |
| Total | £3,110.00 | (£2,954.50*) |
| Administration charge (5%) | £155.50 | (£147.73*) |
| | | |
| Total with Admin Charge | £3,265.50 | (£3,102.23*) |

The applicant is willing to provide an upfront payment of contributions should the proposal be considered acceptable.

Conclusions

The proposal, should the subtle amendment to the design be achieved, is considered acceptable and is recommended for approval (with conditions and planning contributions in-line with policy guidance).

Condition(s)/Reason(s)

01. Prior to the commencement of development details of the following shall be submitted to and approved in writing by the Local Planning Authority:-
- Render colour
 - Brick sample
 - Reveal detail
 - Fascia/soffit detail

Reason: To ensure a suitable form of development and to protect the visual amenities of the area, in accordance with Policies BES, BE1, H9 and H15 of the Saved Local Plan.

02. Prior to the commencement of development details of the front boundary treatment, which shall include the closure and making good of the existing vehicular opening, shall be submitted to and approved by the Local Planning Authority.

Reason: To provide a suitable form of development that protects the visual amenities of the area, in accordance with Policies BES, BE1 and H9 of the Saved Local Plan.

03. Prior to the commencement of any development, details of a sustainable urban drainage system shall be fully explored and details shall be submitted to and approved by the Local Planning Authority. Such system as may be approved shall be installed prior to the occupation of the development. The system shall be maintained effective at all times thereafter unless otherwise agreed in writing by the Local Planning Authority. The design of any soakaways shall be submitted shall be in accordance with Building Research Establishment Digest 365.

Reason: To prevent the increased risk of flooding and protect the quality of the water environment and local amenity, in accordance with the provisions of the National Planning

Policy Framework.

04. Prior to the first occupation of the dwelling hereby approved the parking layout for both dwellings shall be laid out in full and made available for the use of vehicular parking. The spaces shall then be maintained as such for the purposes of vehicular parking at all times thereafter.

Reason: To provide a suitable form of development and to protect local amenity, in accordance with Policies H9, TS, T25 and T26 of the Saved Local Plan.

Relevant Policies

BES - Built environment strategy
BE1 - Design of new development
HS - Housing Strategy
H2 - New housing on unidentified sites
H9 - Layout, and design and community aspects
H15 - House extensions
TS - Land use transportation strategy
T25 - Car parking in new development
T26 - Access from development on to the highway
W7 - Development and waste recycling facilities
CFS - Sustainable communities strategy
CF6 - Community infrastructure contributions
LDD6 - Affordable Housing Contributions