

EAST BERGHOLT – LITTLE SPENCERS, GASTON STREET.

Erection of single-storey side and rear extensions. Erection of detached two-bay cartlodge.

Applicant: Mr & Mrs Hudson

Case Officer: Richard Collins

BACKGROUND

A panel of Members inspected this site on 03 May 2006 in order to assess the visibility at the existing vehicular access to the site and to assess the possible impact of the development on residential amenity.

SITE

1. The application site is located on the eastern side of Gaston Street, with a maximum width to the road frontage of 23 metres, an approximate maximum depth of 45 metres and encompasses an area of approximately 0.11 hectares. The site lies wholly within the built-up area boundary for the village, and lies within the East Bergholt Conservation Area (on the edge), and Area of Outstanding Natural Beauty.
2. The application property is a single-storey red brick and smooth render property whose appearance suggests late 19th century origins, with later 20th century additions. Part of the structural walls of the property form a substantial wall to the boundaries of the site. The property appears not to have been lived in for some time, and the garden land is somewhat overgrown with varying degrees of vegetation. To the south-west of the property is situated 'Tufnells' a Grade II listed building, and to the north-east lies Chaplin Road which contains detached 2 storey 1960s dwellings. It is worth noting that the application building was once within the curtilage of Tufnells, but for planning control purposes is not deemed to be a former curtilage listed building, therefore those proposed works do not require listed building consent.
3. An existing car parking space is situated in the northern corner of the site, with a dropped kerb onto Gaston Street.

PROPOSAL

4. This planning application seeks permission for the erection of single-storey side and rear extensions, and erection of detached two-bay cartlodge.
5. The single-storey extensions consist of three separate extensions. The first extension is situated to the western end of the dwelling and measures 5 metres in width and 9.5 metres in length with a maximum ridge height of 5 metres (this extension will involve the demolition of a UPVC garden room which measures approximately 2.8 metres wide and 4.3 metres deep). The second extension is situated to the eastern end of the dwelling and measures 3.8 metres by 4 metres. The third extension is situated off the main body of the dwelling and measures 4.1 metres wide and 7 metres in length (this extension will involve the demolition of a UPVC porch which measures 3 metres by

2.5 metres). The first extension provides for two bedrooms and a bathroom, the second extension provides for a kitchen, and the third extension provides for a living room. The extensions equate to approximately 91.4 square metres in total.

6. The cartlodge measures 5.8 by 5.4 metres, with a maximum ridge height of 5 metres. It is proposed to use clay pantiles for the roof and painted weatherboard finishes to the walls, with a red brick plinth. The cartlodge will be accessed by the creation of an access track off the existing vehicular access, partially encompassing and including some of the rear garden of No.2 Chaplin Road, which would involve the realignment of the rear boundary fence of No.2. The formation of this access track does not require planning permission.

RELEVANT PLANNING HISTORY

7. 2005 – Outline planning permission refused for the demolition of bungalow and erection of two-storey dwelling; alteration of vehicular access (B/04/01844 refers).
8. 2005 – Conservation area consent refused for demolition of single-storey dwelling and part demolition of boundary wall (B/05/00525 refers).
9. 1986 – Planning permission granted for erection of single storey side and rear extensions (B/86/00953 refers).
10. 1953 – Planning permission granted to convert a building into a bungalow (W/2073 refers).

POLICY

Please note that details or extracts of policies are no longer included in reports – see page 4 of these papers.

11. The following adopted Development Plan policies are considered relevant to this application: -

Suffolk Structure Plan 2001

- Policy ENV1 (Conservation Areas)
- Policy ENV3 (Design Standards)
- Policy ENV7 (Areas of Outstanding Natural Beauty)

Babergh Local Plan Alteration No.2 (2006)

The policy references below relate to the adopted version of the Local Plan - the policy numbers in some cases differ from those in the second deposit draft. Where this is the case, the previous reference number is given in brackets

- Policy HS33 (HS17) (Extensions to existing dwellings)
- Policy CN01 (General Design)
- Policy CN06 (CN10) (Setting of listed buildings)
- Policy CN08 (CN02a) (Development in Conservation Areas)
- Policy CR02 (Areas of Outstanding Natural Beauty)

OBSERVATIONS

12. PC – Recommends refusal on both elements of this application on the grounds that it has serious concerns with regard to road safety that a double cart lodge will create whereby numbers of motor vehicles will have ingress onto Gaston Street. In addition, and not least, the cart lodge will have an adverse impact on the residential amenity of neighbours.
13. CHA – recommends standard condition for provision and retention of turning and parking area shown on submitted drawing.
14. Letters - One letter received. The following comprises a summary of the objections and issues raised: -
 - Proposed cartlodge would affect residential amenity due to proximity to No.4 Chaplin Road, by way of loss of light to garden and house;
 - Position of proposed cartlodge would reduce the resale value of property at No.4 Chaplin Road.

ASSESSMENT

15. Policies HS33 and CN01 of the Babergh Local Plan Alteration No.2 (2006), seek inter alia, to ensure that extended dwellings reflect and respect the relationship of the site and its setting, and those of adjoining dwellings in an acceptable manner, are required to be of an appropriate scale, form and detailed design, should not reduce the level of amenity enjoyed by occupants of neighbouring properties, and should not cause the felling of or damage to any significant trees that contribute to the environmental quality and visual amenity of the locality.
16. Furthermore, policy CN08 seeks to ensure that proposals within conservation areas (inter alia) are of an appropriate scale, form and detailed design to harmonise with its setting; use materials and components that compliment or harmonise with the character and appearance of the area; and preserve or enhance the character of the conservation area and its setting.
17. Concerns have been raised with regards to the loss of residential amenity due to the positioning of the proposed cartlodge one metre from the boundary of No.4 Chaplin Road. Amended plans have recently been received which shows the cartlodge repositioned away from the boundary with No.4 Chaplin Road and slightly off set. The cartlodge is now a minimum of 5.5 metres away from this boundary. An update on any comments made in relation to these amended drawings will be verbally made at the meeting if available. It is considered that the repositioning of the cart lodge would not result in a significant adverse impact upon the amenity of neighbouring occupiers in terms of loss of light or outlook such that a refusal of planning permission could be warranted. In addition, it is also considered that the formation of an access track behind No.2 Chaplin Road (which does not require planning permission), and the vehicle turning and parking manoeuvring within the site itself, although not ideal, is not considered to lead to any significant adverse impact upon residential amenity to warrant refusal of the application, as the track is only serving a single family dwelling, thereby the vehicular movements would be limited.

18. Concern has also been raised with regards to road safety as there would be a likely increase in the number of vehicles using the existing access for ingress and egress onto Gaston Street. The existing arrangement provides for an off-road car parking space for one vehicle, with the usual arrangement of a vehicle parking in forward gear, and exiting the car parking space in reserve gear. It is considered that with the proposed arrangement of turning within the site to enable exiting from the site in forward gear, road safety would be improved. Indeed, the CHA has not opposed the scheme, and recommends a standard condition to be attached to any planning permission for the provision and retention of vehicle turning and parking facilities within the site.
19. The formation of the access track and turning area, and siting of the cart lodge would involve the loss of some trees and shrubs, however these trees and shrubs are not considered to be worthy of any retention due to their insignificant position within and contribution to the conservation area.
20. The design, scale and form of the extensions to the host dwelling are considered to respect and reflect the original dwelling, and would be in keeping with its character and setting. Furthermore, it is considered that the re-use of this single-storey dwelling as habitable living accommodation for a single family home would help to revive the property thereby helping to preserve and enhance the conservation area.
21. In view of the above and having regard to the relevant Development Plan and its policies, the following recommendation is made -

REASON FOR APPROVAL

The proposal, for the erection of single-storey side and rear extensions and erection of detached two-bay cart lodge, is considered to be in accordance with the provisions of policies HS33, CN01, CN08, CN06 and CR02 of the Babergh Local Plan Alteration No.2 (2006). In particular, the development blends with the scale, form and design of the host building, and respects its setting within the conservation area. Furthermore, owing to its siting, scale and fenestration layouts, the development would not reduce the amenities enjoyed by occupants of neighbouring properties, would not result in the loss of any significant trees, and is acceptable in terms of highway safety and convenience.

RECOMMENDATION

Grant planning permission subject to the following conditions:-

- Materials
- Fenestration details
- Boundary treatment details
- Hard and soft landscaping scheme (including details of surface treatment to access track and turning area)
- CHA condition

DECISION
