

Development Management
Development and Environment
North Somerset Council
Post Point 15
Town Hall
Weston-super-Mare
BS23 1UJ

Our ref: PR002386

Date: 18th March 2024

Sent via e-mail

Dear Sir/Madam

12 Knightcott Road, Abbots Leigh, BS8 3SB

Demolition of existing detached garage and erection of a detached garage with ancillary accommodation at first floor, including relocated access point and 1.8-metre-high entrance gates

Town and Country Planning Act 1990

Please find enclosed an application for householder planning permission for the for the demolition of the existing garage and erection of a two-storey garage with ancillary accommodation on the first floor at the above property, including a relocated vehicular access and the installation of 1.8-metre-high gates, on behalf of our client Mr Damon Cooper.

We attach copies of the following plans and documents:

- Site location plan (3-1553-23-LP);
- Existing site plan (3-1553-23-1010);
- Existing plans and elevations (3-1553-23-1110);
- Proposed site plan (3-1553-23-3010);
- Proposed floor plans (3-1553-23-3110);
- Proposed elevations (3-1553-23-3210).
- Application form and ownership certificates.

SITE DESCRIPTION

The site lies at the northwestern end of Knightcott Road, a residential cul-de-sac within the village and parish of Abbots Leigh, and within the Pill ward of North Somerset. The road comprises a dozen detached dormer bungalows, the majority of which have been extended in some shape or form. The site comprises a detached dormer bungalow, and a double garage next to the front access, which was approved in 2001 to replace an existing single garage (ref: 00/P/2048/F). In addition, the main dwelling was extended at first floor level over the existing ground floor side extension in 2013 (ref: 13/P/0085/F). The delegated report for the 2013 permission confirms that the ground floor side extension was erected prior to 26th July 1985, and would therefore constitute part of the 'original dwelling' for the purposes of the Council's Green Belt policies on householder extensions. It is assumed that this was erected under permitted development rights, in the absence of any planning history for this work.

LOCATIONAL CONSTRAINTS

The village of Abbots Leigh is washed over by the Green Belt and does not have a settlement boundary, though it is proposed to remove Abbots Leigh from the Green Belt and reinstate the settlement boundary as part of the 2039 Local Plan, which is at Regulation 19 stage and expected to be adopted in December of this year. For the avoidance of doubt, the site is proposed to fall within the settlement boundary. The site is outside of any Conservation Area, there are no Listed Buildings or Tree Preservation Orders on site, and it is situated in Flood Zone 1. It is not within the Mendip and North Somerset SAC Bat Consultation Zone, but does fall within the Lesser Horseshoe Bat Density Band B.

THE PROPOSED DEVELOPMENT

Planning permission is sought for the erection of double garage, with ancillary accommodation within the roof space, following demolition of the existing garage. It is also proposed to block up the current access, and to reinstate the previous access, to the southeastern boundary, with new hedgerow planting to the current access. A set of 1.8-metre high sliding gates are proposed to the entrance.

The garage would be dual-pitched and have a footprint of 60sqm (10 metres by 6 metres), with 95sqm of internal floorspace proposed. The eaves would measure 3.2 metres to the front elevation and 2.4 metres to the rear (due to rising ground levels), and the ridge would measure 5 metres from the adjacent ground level.

It is proposed to rotate the garage 90 degrees from its current position, so that the garage doors face into the site, and a dormer is proposed to the front roof slope, with solar panels to the rear (southwest) roofslope.

The garage would be rendered, with the existing roof tiles from the existing garage re-used (plus salvaged tiles to match), whilst the dormer roof would be finished single ply, standing seam cladding.

KEY ISSUES

IMPACT ON THE GREEN BELT

Policy DM12 states that inappropriate development is, by definition, harmful to the Green Belt and will not be approved except in very special circumstances. It goes on to state that the extensions to a building will not be regarded as inappropriate providing that it does not result in disproportionate additions over and above the size of the original building, which is generally defined as no more than a 50% increase.

The 'original dwelling' (for the purposes of Green Belt policy) had a gross floor area of 286sqm, whilst the original garage (that was replaced by the current garage in 2000) an estimated (based on historic aerial photography and a comparison with the existing garage) 26sqm of gross floor area, giving a total of 312sqm. The existing house now has a gross floor area of 330sqm, and the proposed replacement garage would increase this to 450sqm, which would represent a 44% increase from the original dwelling, including the original garage. As such, the garage would not amount to an inappropriate Green Belt extension.

Both DM12 and the Residential Design Guide Part 2 (RDG2), state that outbuildings are not considered to be inappropriate development and should be of a scale and height subordinate to the original dwelling and should not adversely affect the openness of the Green Belt. Normally they should be small scale and single storey.

Whilst it is acknowledged that the proposal includes a second storey, this would be wholly within the roof and the proposed ridge height would only exceed that of the existing garage by 250mm, whilst the eaves at the rear elevation (addressing the road to the southwest) would be 200mm than the existing eaves. As such, it is considered that the garage as proposed would be of a scale and height subordinate to the original dwelling.

RESIDENTIAL AMENITY

Policy DM32 of the Sites and Policies Plan (Part 1) states that the design and layout of development should not prejudice the living conditions for the occupiers of the proposal or that of adjoining occupiers through loss of privacy, overlooking, overshadowing or overbearing impact. The garage would be in a broadly similar location to the existing garage, 20 metres from the front elevation to no. 14, and a similar distance to the side elevation of no. 8. The front dormer window would look out across the applicant's front garden and towards the northeastern boundary, which comprises a hedgerow with open fields beyond. As such, there would be no impact on neighbours.

DESIGN

Policy CS12 of the Core Strategy and policy DM32 of the North Somerset Sites and Policies Plan (Part 1) require a high standard of design in all new developments. These policies require that development is sensitively designed to respect the character of the site and its surroundings, taking the opportunity to enhance an area where relevant. In particular, consideration will be given to the siting, soft and hard landscaping, levels, density, form, scale, height, massing, detailing, colour and materials of a development and whether these characteristics respect those of the existing building and the surrounding area.

The garage would have a simple dual-pitched form, with render and roof tiles to match the existing garage, whilst there would be limited views of the side cheeks of the proposed dormer, due to its position within the site and existing boundary treatment. As such it would complement and respect the existing dwelling and surroundings.

ACCESS

It is proposed to relocate the existing access to the front of the site, which was the original entrance to the site before the current garage was constructed. The existing access to the side on to the lane which serves nos. 14, 16 and 18 Knightcott Road, would be stopped up, and hedgerows reinstated. As the road is not a classified road, consent is not required for this work, however the gates, at 1.8 metres high and adjacent to the public highway, would require planning permission. Gates of a similar appearance have been installed at no. 7 Knightcott Road opposite the site, and the use of wrought iron, as opposed to solid timber, would retain views through the site and reduce any sense of enclosure. The site would retain two parking spaces within the garage, plus additional parking on the front driveway, which provides ample space for turning so that vehicles can enter and exit the site in a forward gear. The reinstatement of the previous access raises no highway safety issues, the

proposed access allowing vehicles to drive straight on to the road as opposed to having to turn left out of the site from the current access. Whilst this would potentially remove an on-street parking space within the cul-de-sac turning head, all the properties on Knightcott Road have off-street parking for multiple vehicles, and the reintroduction of an access would potentially ensure that the turning head is kept unobstructed by parked vehicles.

OTHER ISSUES

As householder development, the proposal would be exempt from BNG requirements.

For the avoidance of doubt, the first floor is proposed as ancillary accommodation to the host dwelling (for guests etc) and not as a self-contained dwelling. Such a use would be a material change of use requiring planning permission, and the Council would therefore retain control over any such future use.

CONCLUSION

The proposed garage would not result in the original dwelling increasing by more than 50%, and would not therefore result in inappropriate Green Belt development.

The proposed garage would complement the existing character and appearance of the host dwelling, and would not impact on any neighbouring properties, or result in any highway safety issues.

The fee has been paid via the Planning Portal. If you have any further queries then please do not hesitate to contact me.

Yours faithfully

Stokes Morgan Planning Ltd