

Area North Committee – 28 September 2011

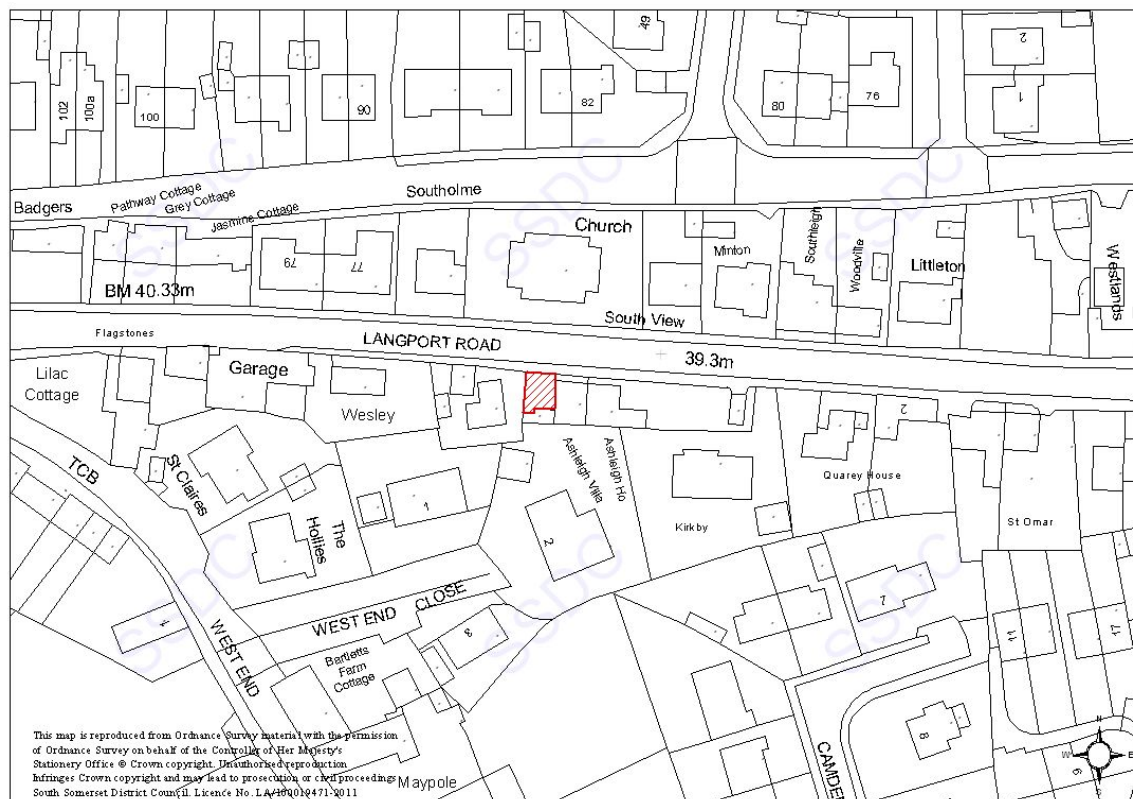
## Officer Report On Planning Application: 11/02025/FUL

<b>Proposal:</b>	Formation of vehicular access and hardstanding (GR 348309/128649)
<b>Site Address:</b>	Ashleigh Villa, Langport Road, Somerton
<b>Parish:</b>	Somerton
<b>WESSEX Ward (SSDC Members)</b>	Ms P Clarke (Cllr) Mr D J Norris (Cllr)
<b>Recommending Case Officer:</b>	Dominic Heath-Coleman Tel: 01935 462643 Email: dominic.heath-coleman@southsomerset.gov.uk
<b>Target date:</b>	5th September 2011
<b>Applicant:</b>	Mr A Wheller
<b>Agent: (no agent if blank)</b>	
<b>Application Type:</b>	Other Householder - not a Change of Use

### REASON FOR REFERRAL TO COMMITTEE

The application is before the committee, with the agreement of the ward member and the area chair, as the recommendation is contrary to the views of the town council.

### SITE DESCRIPTION AND PROPOSAL



The proposal seeks permission for the formation of a vehicular access and hardstanding. The property is a two storey semi-detached house constructed of natural stone, with

white UPVC window frames and clay tiles on the roof. The house is located close to various residential properties and opposite a Roman Catholic Church. The hardstanding will be formed of concrete and tarmac. The house is located within a development area, as defined by the local plan.

## HISTORY

None recent

## POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

Relevant Development Plan Documents

Somerset and Exmoor National Park Joint Structure Plan  
STR1 - Sustainable Development  
Policy 49 - Transport Requirements of New Development

South Somerset Local Plan (Adopted April 2006)  
ST5 - Principles of Development  
ST6 - Quality of Development

## CONSULTATIONS

**Town Council** - No objections

**SSDC Technical Services** - No comment

**County Highways** -

*"The proposal is seeking to create a new vehicular access and hard standing that will derive access from/onto Langport Road (B3153). Langport Road (B3153), is defined as a County Route in the Somerset and Exmoor National Park Joint Structure Plan Review.*

*Langport Road (B3153), is a well utilised route and is subject to 30mph speed limit. In addition to there being appropriate justification for the provision of an access/parking area in this location, the detailed design would need to meet appropriate standards in terms of the provision of parking which should include a turning area to enable vehicles to enter and exit the highway in a forward gear. In addition the access should also incorporate visibility splays to ensure vehicles emerging can see and be seen and are commensurate with traffic speeds on the adjoining highway. It is likely that splays based on co-ordinates of 2.4m x 90m to the nearside carriageway edge, with no obstruction greater than 900mm.*

*None of this information has been set out within the submitted application and this is considered to be essential in terms of highway safety for all road users.*

*Taking the above points into consideration if the details raised above are not addressed, I would recommend refusal of the application for the following reasons:*

- 1. The proposal is contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000) since the proposed development derives direct access from a County Route and no overriding special need or benefit has been demonstrated, to warrant an exception for the proposed development on this specific site.*
- 2. On the information currently available, the Local Planning Authority is not convinced that a safe access to the site from the B3153 road can be achieved. The proposal therefore does not meet the requirements of Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000).*
- 3. The proposal does not incorporate adequate turning facilities to enable a vehicle to enter and leave the highway in forward gear, which is essential to highway safety. The proposal is therefore contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000).*
- 4. The proposal is contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000) since the proposed access to the B3153 does not incorporate the necessary visibility splays which are essential in the interests of highway safety."*

## **REPRESENTATIONS**

None received

## **CONSIDERATIONS**

The proposed access is unlikely to have any significant impact on the residential amenity of adjoining occupiers.

The proposed access is considered to be on an appropriate standard of design and materials that will have no adverse impact on the character of the surrounding area.

The county highway authority was consulted as to the potential impact of the proposal on highway safety. They have raised serious concerns with the proposal and recommend refusal for a number of reasons. They are concerned that the proposal will derive direct access from a County Route with no overriding need or special justification. They are also concerned that the access will compromise highway safety, as the proposal does not incorporate the necessary visibility splays or adequate turning facilities.

There are not considered to be any exceptional circumstances that justify overriding this advice. Whilst the highways officer suggests four reasons for refusal it is recommended that these could be covered by a single reason.

## **RECOMMENDATION**

Refuse for the following reason:

**REASON**

01. The proposal does not incorporate adequate turning facilities to enable a vehicle to enter and leave the highway in a forward gear, nor does it incorporate the necessary visibility splays, both of which are essential to highway safety. The proposal is therefore contrary to Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review (Adopted April 2000).
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