

Area West Committee – 19th June 2013

Officer Report On Planning Application: 13/01327/FUL

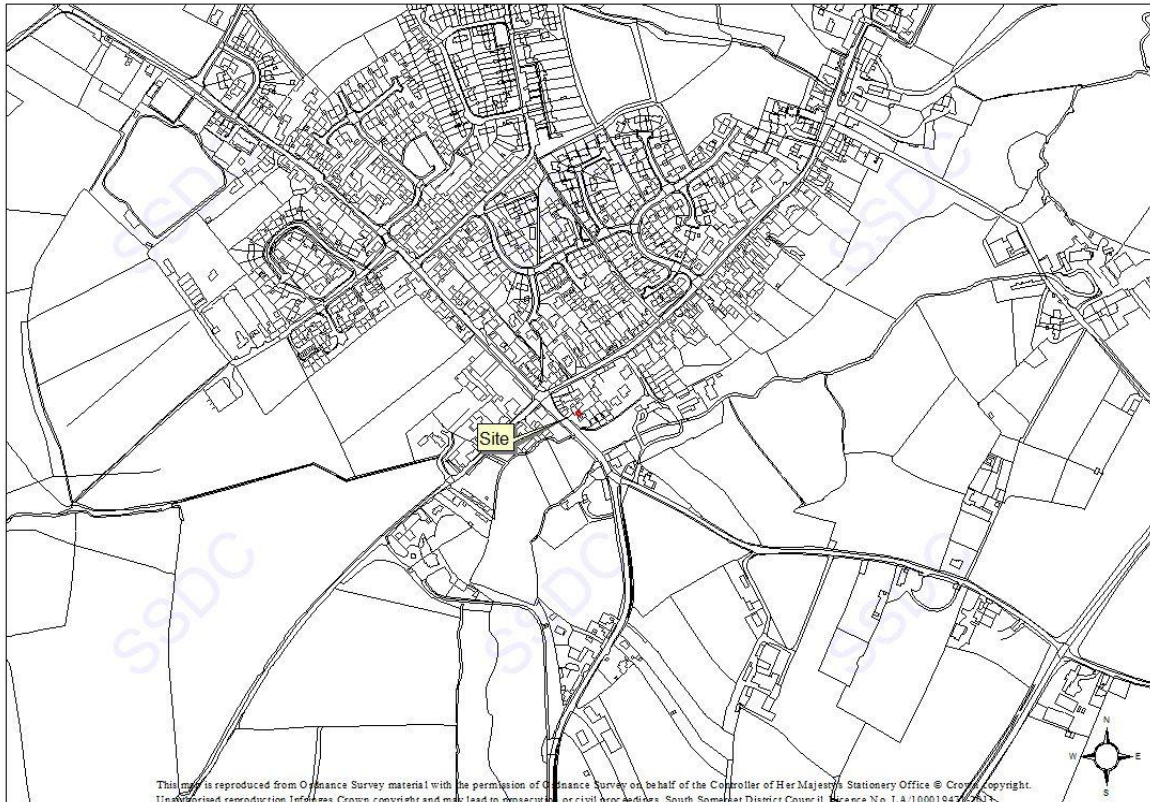
Proposal:	The erection of a double garage. (GR 344299/112167)
Site Address:	Brewery House 15 Knapp Merriott
Parish:	Merriott
EGGWOOD Ward (SSDC Member):	Cllr P Maxwell
Recommending Case Officer:	Chloe Bevis Tel: (01935) 462321 Email: chloe.bevis@southsomerset.gov.uk
Target date:	10th June 2013
Applicant:	Mr Robin Chard
Agent: (no agent if blank)	
Application Type:	Other Householder - not a Change of Use

REASON FOR REFERRAL TO COMMITTEE

To enable the issues regarding highway safety to be properly considered and in agreement with the Ward Member and Area Chair.

SITE DESCRIPTION AND PROPOSAL





The application property is two storey individual detached dwelling of natural stone elevations under a slate roof off Knapp on the southern side of the village of Merriott.

The dwelling is set back from the adjoining highway, a classified road, with the application site immediately adjoining the village conservation area.

Surrounding properties vary with an older traditional terrace abutting the road to the north west whilst a small more modern development of three dwellings is situated to the south east with an associated group of three garages backing on to the application site.

The property benefits from a vehicular access from the road which leads to an area of hard standing immediately in front of the dwelling and garden area to the side/rear. The area is surrounded by natural stone and brick walling with a timber fence separating the area from the side garden.

Planning permission is sought to erect a double garage within the area of existing hard standing immediately forward of the garden area to the side of the house. The dual pitched roof garage is proposed with its side gable end orientated to face the road whilst materials are proposed as hamstone to the front and sides, concrete blocks to the rear under a cement fibre slate roof with hamstone water tabling to match the main house.

HISTORY

98/00687/FUL: Erection of a single storey extension. Conditionally approved 1.5.1998.

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 decisions must be made in accordance with relevant Development Plan documents

unless material considerations indicate otherwise.

For the purposes of determining current applications the Local Planning Authority takes the view that the relevant development plan comprise, the saved policies of the South Somerset Local Plan and the National Planning Policy Framework.

The policies of most relevance to the proposal are:

Saved policies of the South Somerset Local Plan (April 2006):

Policy EH1 - Conservation Areas
 Policy ST5 - General Principles of Development
 Policy ST6 - The Quality of Development

Nation Planning Policy Framework (2012):

Chapter 7 - Requiring good design
 Chapter 12 - Conserving and enhancing the historic environment

Documents also relevant:

Somerset County Council Parking Strategy - March 2012

CONSULTATIONS

Merriott Parish Council - Approved.

Area Engineer, Technical Services Department - No comment.

Highway Authority - I refer to the above-mentioned planning application received on 19 April and following my site visit on 29 April 2013, I have the following observations on the highway and transportation aspects of this proposal.

I have the following detailed issues regarding the proposal that I would seek are addressed in the interests of highway safety:

- The Somerset Parking Strategy sets out that the internal dimensions of a double garage/car port should be 6m x 6m, it is noted that the proposed garage does not meet this criteria.
- It is essential that the garage is positioned to enable vehicles to enter and exit the highway in a forward gear, and the area in front of the garage is contrived and does not meet the SCC standard, and is likely to lead to vehicles reversing onto/from the adjoining classified highway. Standard SCC residential turning diagrams are attached for information. The garage would be better positioned alongside the dwelling so vehicles could utilise the whole of the area in front of the house and the existing parking area for manoeuvring. Visibility is restricted where the private drive meets the public highway, as a result of the dwellings that are located along the highway frontage and vehicles having to reverse onto the public highway at this point, (due to turning areas not being to an appropriate size) will further exacerbate highway safety.

REPRESENTATIONS

Nine neighbours notified and site notice posted. No representations received.

CONSIDERATIONS

The main considerations in this case relate to the character and appearance of the adjoining conservation area, residential, visual amenity and highway safety.

Residential Amenity

Given the proposed siting and scale of the proposed garage in relation to neighbouring properties, it is not considered the residential amenity of neighbouring occupiers will be adversely affected.

No representations have been received.

Visual Amenity and Conservation Area

The proposed garage, in terms of its orientation, materials, design, form, size and siting, is considered acceptable and in keeping with the surrounding area such that the views in and out of the adjacent conservation area will not be adversely affected.

Highway Safety/Parking

The County Highway Officer has visited the application site and highlighted two main issues in respect of Highway Safety. One being the size of the proposed garage falling below the minimum standard of the Somerset County Council Parking Strategy and the second being the room left available for turning. The Highway Officer states:

"It is essential that the garage is positioned to enable vehicles to enter and exit the highway in a forward gear, and the area in front of the garage is contrived and does not meet the SCC standard, and is likely to lead to vehicles reversing onto/from the adjoining classified highway. Visibility is restricted where the private drive meets the public highway, as a result of the dwellings that are located along the highway frontage and vehicles having to reverse onto the public highway at this point, (due to turning areas not being to an appropriate size) will further exacerbate highway safety."

The Highway Officer continues to say that "the garage would be better positioned alongside the dwelling so vehicles could utilise the whole of the area in front of the house and the existing parking area for manoeuvring."

They requested these two issues be addressed in the interests of highway safety.

The applicant, in response, has confirmed that the garage is the size proposed to utilise the room available and to build it to the side of the house is not an option they would consider as it would take up too much of the garden. The applicant further confirms that they currently park cars in the area of the proposed garage and in effect all they are proposing is to put a garage over the parking area. They confirm how they currently manoeuvre within the site and that they never reverse in or out of the drive.

In response, the Highway Officer reiterates that the Authority have standard sizes for garage and turning areas and this proposal does not meet this requirement and therefore their previous comments remain to be applicable.

Conclusion

Notwithstanding the proposed garage being considered acceptable in terms of residential amenity, its visual impact and relationship with the adjoining conservation

area, the proposal is considered to fail to accommodate adequate turning facilities, which combined with substandard internal dimensions for the garage, is likely to lead to a potentially dangerous situation of vehicles reversing onto and from the adjoining classified highway where visibility is already restricted which is contrary to saved Policy ST5 of the South Somerset Local Plan (2006) and the National Planning Policy Framework (2012).

RECOMMENDATION

Refuse.

SUBJECT TO THE FOLLOWING:

01. The proposed garage, by virtue of its substandard internal dimensions and siting, would result in inadequate parking and turning facilities within the site which are likely to lead to vehicles either reversing into the site or onto the public highway at a point of access where visibility is restricted. Such potentially dangerous manoeuvring would be detrimental to highway safety and contrary to saved Policy ST5 of the South Somerset Local Plan (2006) and the National Planning Policy Framework (2012).

Informatives:

01. In accordance with paragraphs 186 and 187 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by;
 - offering a pre-application advice service; and
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case, the applicant/agent did not take the opportunity to enter into pre-application discussions and despite communication during the application between the Case Officer, Applicant and Highway Authority there were no minor or obvious solutions to overcome the significant concerns caused by the proposals.
