

06/15/0020

MR J REES

ERECTION OF A DETACHED DWELLING WITH DOUBLE GARAGE AND DRIVEWAY ON LAND NORTH OF HAZELHURST, AND ERECTION OF REPLACEMENT GARAGE WEST OF HAZELHURST, MINEHEAD ROAD, BISHOPS LYDEARD.

Location: HAZELHURST, MINEHEAD ROAD, BISHOPS LYDEARD,
TAUNTON, TA4 3BS

Grid Reference: 316755.129252

Full Planning Permission

RECOMMENDATION AND REASON(S)

Recommended Decision: Conditional Approval

RECOMMENDED CONDITION(S) (if applicable)

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

(A1) DrNo 000-PE-XX-ZZ-DR-A-0100 P05 Ground Floor Plan House D
(A1) DrNo 000-PE-XX-ZZ-DR-A-0101 P05 First Floor Plan House D
(A1) DrNo 000-PE-XX-ZZ-DR-A-0200 P01 Section A-A & B-B
(A1) DrNo 000-PE-XX-ZZ-DR-A-0300 P04 Elevations 01 SW & SE
(A1) DrNo 000-PE-XX-ZZ-DR-A-0301 P04 Elevations 02 NW & NE
(A1) DrNo 000-PE-XX-ZZ-DR-A-102 P01 Roof Plan
(A1) DrNo 000-PE-XX-ZZ-DR-A-201 P03 Site Section And Perspectives House D
(A1) DrNo 000-PE-XX-ZZ-DR-A-50 P01 OS-Site plan- Proposed Site Plan
(A1) DrNo 000-PE-XX-ZZ-DR-A-51 REV P02 Proposed Site Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to application, samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in

accordance with the approved details as above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

4. (i) Prior to implementation, a landscaping scheme, which shall include details of the species, siting and numbers to be planted, shall be submitted to and approved in writing by the Local Planning Authority.
- (ii) The scheme shall be completely carried out within the first available planting season from the date of commencement of the development, or as otherwise extended with the agreement in writing of the Local Planning Authority.
- (iii) For a period of five years after the completion of each landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow shall be replaced by trees or shrubs of similar size and species, or the appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

5. Prior to implementation a scheme of hard landscaping showing the layout of areas with stones, paving, walls, cobbles or other materials shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall be completely implemented before the dwelling hereby permitted is occupied.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

6. The dwelling hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected within the site. The agreed boundary treatment shall be completed before the dwelling hereby permitted is occupied and thereafter maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the neighbouring residents in accordance with policy DM1(E) of the Taunton Deane Core Strategy.

7. The access, driveway and parking areas shall be hard surfaced and drained of surface water in accordance with details that shall first have been submitted to and approved in writing. Said access, driveway and parking areas shall be properly surfaced and consolidated in accordance with the approved details

before the dwelling is first occupied and shall thereafter be so maintained.

Reason: In the interests of highway safety in accordance with Policy DM1 (b) and (e) of the Taunton Deane Core Strategy.

8. The visibility splays shown on Dr No 000-PE-XX-ZZ-DR-A-51 REV P02 shall be provided before the dwelling hereby permitted is first occupied. Thereafter no structure or erection exceeding 0.9 metres in height above the surface level of the highway shall be placed within the approved splay area.

Reason: In the interests of highway safety in accordance with Policy DM1 of the Taunton Deane Core Strategy.

9. The window(s) in the first floor South West elevation serving the master bedroom en-suite bathroom and walk in wardrobe shall be glazed with obscure glass to be agreed in writing by the Local Planning Authority and shall thereafter be so retained. There shall be no alteration or additional windows in this elevation without the further grant of planning permission.

Reason: To ensure the privacy of the adjoining occupiers in accordance with Policy DM1 (e) of the Taunton Deane Core Strategy.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (England) Order 2015 (or any order revoking and re-enacting the 2015 Order) (with or without modification), no window/dormer windows shall be installed in the North West elevation of the development hereby permitted without the further grant of planning permission.

Reason: To protect the amenities of adjoining residents in accordance with Policy DM1(E) of the Taunton Deane Core Strategy.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order revoking and re-enacting that Order, with or without modifications, no vehicular access gates shall be erected at any time unless they are set back a minimum distance of 5m behind the highway boundary and hung so as to open inwards only.

Reason: To allow a vehicle to wait off the highway while the gates are opened or closed and thus prevent an obstruction to other vehicles using the highway. In the interests of highway safety in accordance with Policy DM1 of the Taunton Deane Core Strategy.

Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the

applicant and entered into pre-application discussions to enable the grant of planning permission.

2. Any soakaways should be constructed in accordance with Building Research Digest 365 (September 1991).
3. The developer should be aware of the importance of checking with Wessex Water to ascertain whether there may be any uncharted sewers or water mains within (or very near to) the site. If any such apparatus exists, applicants should plot the exact position on the design layout to assess the implications. The grant of planning permission does not, where apparatus will be affected, change Wessex Water's ability to seek agreement as to the carrying out of diversionary and/or conditioned protection works at the applicant's expense or, in default of such agreement, the right to prevent the carrying out of any such development proposals that may affect its apparatus.
4. New water supply and waste water connections will be required from Wessex Water to serve this development. Application forms and guidance information is available from the Developer Services web-page at www.wessexwater.co.uk/developerservices. As from 1st October 2011, all sewer connections serving more than a single dwelling will require a signed adoption agreement with Wessex Water before the connection can be made. Further information can be obtained from our New Connections Team by telephoning 01225 526222 for Water Supply and 01225 526333 for Waste Water.
5. The developer must agree a point of connection to the foul sewerage network with Wessex Water.
6. With regard to Condition 07 of this permission, a 'silent' road surface will be required which is capable of absorbing the acoustics generated from the movement of vehicles associated to the development.

PROPOSAL

The application seeks planning permission for the erection of a three bedroom dwelling house with detached double garage on land to the North of Hazelhurst, Minehead Road, Bishops Lydeard. In addition, a new access will be formed to serve Hazelhurst and the proposed dwelling, together with the laying of a formal driveway and erection of replacement garage for Hazelhurst, which will be attached to the Northwest elevation of the dwelling.

The proposed dwelling will two storey in scale, with four bedrooms (one doubling as a study) and four bathrooms at first floor; lounge, open plan kitchen dining area, utility and large lobby area at ground floor. The proposed double garage will include a secure storage area within.

In terms of scale, the proposed dwelling will have a gross floor area of approximately 240 sq m. Ground to ridge and eaves heights will be approximately 8.0m and 5.5m respectively. The proposed dwelling will have an L-shaped plan form; the building

will be sited towards the Southern end of the site with gardens retained to the North and Northeast. The new detached garage will be sited to the Southwest with hardstanding for parking and access to the front.

Visually, the building has a traditional design with some contemporary features. The external fabric of the dwelling and garage will be finished with facing brick to the walls, contrasting stone cills and lintels, slate roof and red ridge tiles. The proposed porch to the front of the dwelling will be of a lead roof whilst the single storey rear projection will be part slate roof with a large glazed lantern inserted along the ridge. Composite windows and hardwood doors are to be used throughout.

SITE DESCRIPTION AND HISTORY

The application site is located to the North of Minehead Road, close to the Gore Square area of Bishops Lydeard. The site currently consists of residential curtilage that is largely of a maintained lawn with various areas of domestic planting. The site is bound to the North by a dense belt of mature tree planting, whilst to the South and West there is fencing and hedgerow planting.

The site is surrounded by residential properties generally to the South, East and West, whilst North of the tree belt are gardens associated to a neighbouring property, which are located within the Bishops Lydeard Conservation Area; the application itself is located outside, but adjoining the Conservation Area boundary. In addition West View, a large detached property to the South of the site is a Grade II Listed Building; the two sites are separated by high level walls with lean-to storage shelters to the North and hedgerow/tree planting.

Property styles in the area vary markedly from the two storey red brick mid-19th century building of West View to 20th century bungalows, dormer bungalows and two storey dwellings both North and South of Minehead Road. Two large detached dwelling houses have recently been erected South of Minehead Road, adjacent to West View.

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

BISHOPS LYDEARD & COTHELSTONE PARISH COUNCIL - The Parish Council objects to the granting of permission for the following reasons:

- The proposal would increase the density of housing in the area and harm its character;
- The location of the proposal is adjacent to two listed buildings;
- The proposal doesn't conform with the emerging Bishops Lydeard and Cothelstone Neighbourhood Plan Policy H4 – 'Separate Dwellings in Gardens – Development which results in the loss of or significant harm to the ecology, character of the local area, open space provision or landscape value of private residential gardens will not normally be permitted.' The Bishops Lydeard and Cothelstone Neighbourhood Plan is currently at Statutory Consultation stage in its development. Gardens make up a significant part of the green space within a built-up area (sometimes the only green space) and contribute significantly to health and wellbeing, character and feel of a place. It is considered that there is

sufficient land allocated to housing in the village to make separate building in gardens unnecessary as well as undesirable and avoid too great a density of development within the village. Likewise, the TDBC Core Strategy Policy DM3 identifies the importance of a sense of place and the National Planning Policy Framework paragraph 53 also supports this view and approach stating 'Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area';

- The pre-application consultation letter from the Planning Officer indicates more development than that applied for in this planning application. The Parish Council takes the view that all the proposed development on the site should be included in one application so that the impact of it can be considered fully rather than in separate piecemeal applications;
- The site of the proposal is immediately next to the Conservation Area. The Parish Council is concerned at the impact the development would therefore have on the neighbouring Conservation Area;
- The proposal would result in more traffic and users of the already congested Minehead Road;
- The site of the proposal has a green wedge running along the stream. If this green wedge is not preserved the Parish Council is concerned that flood risk in Bishops Lydeard would increase.

HERITAGE - I have now visited the site at Hazelhurst, Minehead Road, Bishops Lydeard.

I am of the opinion that provided the screen of trees along the northern boundary are not removed, the erection of a dwelling in the proposed location will not adversely affect the character of the Conservation Area. In addition, due to the distance involved and levels, the proposed dwelling will not adversely affect the setting of the nearby Grade II listed Building, West View. I would however suggest that the property is rendered rather than brick to take into account the rendered thatched cottage and rendered house that can be seen from the site as the proposed dwelling will read more with these rather than the properties that line Minehead Road.

SCC - TRANSPORT DEVELOPMENT GROUP - Refer to standing advice, which requires:

- Visibility splays of 2.4 x 43m in either direction, measured to the nearside carriageway edge.
- Pedestrian visibility splays of 2 x 2m to the rear of the footway.
- Provision of adequate drainage so that surface water does not drain from the site onto the highway or vice versa.
- The access should have a minimum width of 3m with a minimum of 5m over a minimum 6m length where more than 1 dwelling is served.
- The access should be properly consolidated for the first 5m and must not exceed a gradient of 1 in 10 for the first 6m from the edge of the adopted highway.
- Vehicular entrance gates should be set back a minimum distance of 6m from the carriageway edge and should open inwards. Pedestrian gates should open inwards.
- On site turning space should be provided where the proposal derives access

from a classified road.

- Turning will be required, independent of the necessary parking provision where an access is onto a classified road.

COMMUNITY INFRASTRUCTURE LEVY (CIL) OFFICER - CIL Liability of £34,250.

Ward Cllr J Warmington - There is disquiet in the village about this infilling. The emerging Neighbourhood Plan is in draft form and currently out for final consultation after two years of preparation. We have undertaken this so that new building allocated for Bishops Lydeard over the next fifteen years benefits and compliments the existing village. An important part of this is to retain the character of the village which includes keeping green spaces within the village and not increasing the density amongst existing houses. Policy H4 of the draft Neighbourhood Plan resists separate dwellings in gardens. It states that 'development which results in the loss of or significant harm to ecology, character of the local area, open space provision or landscape value of private residential gardens will not normally be permitted'. Piecemeal infilling scattered through the village was not favoured in the SADMP either which instead allocated land for new development at the Southern end of the village above the bypass. The emerging Neighbourhood Plan has reflected this and much more.

Representations

2 letters from local resident raising no objection to the proposals;

7 letters of OBJECTION from local residents making the following planning related comments:

- The application would set a precedent for further infilling at 12 and 12A Minehead Road; Hazelhurst could accommodate 14 dwellings if of the same density as the Lethbridge Arms development;
- 5 new dwellings already erected South of Minehead Road in last 18 months; this area of the village has had more than its fair share of development;
- Designated land along Taunton Road ensures the village can meet its future housing demands therefore no justification for sporadic development at this end of the village;
- Neighbourhood Plan states that new dwellings in gardens should be resisted;
- Understand the Neighbourhood Plan will soon take precedence over the outdated Taunton Deane Local Plan;
- Piecemeal development of gardens should be discouraged; such casual use of green spaces flies in the face of Neighbourhood Plan;
- Pre-application letter indicated that more development will be forthcoming;
- Disappointing to see a lack of detail on how the Northeast boundary will be treated; small deciduous trees along this boundary would leave the site open without foliage;
- No details provided of colour or specification of materials;
- What is the reason for a spur off the driveway along the wall with West View, future development?
- No attention has been paid to level changes between the site and garden of Warre House, which is significant. Proposed house is 10m away from garden

- and the height of the house is accentuated by garden being at a lower level;
- Would be happy with a single storey dwelling if agreement reached over treatment of Northern boundary and guarantee of no further development;
- Back land development where there is no recent precedent for permission;
- Only development to North of Minehead Road is Grimstones, permitted around 2000; this was at caravan park and essentially derelict;
- Gardens behind Hazelhurst and adjoining properties towards the by-pass are green spaces backed by a stream and help delay flow of water downstream to the village;
- Traffic problems that already exist along Minehead Road will be exacerbated;
- Improving access and visibility through hedgerow removal will alter character of the streetscape, fully exposing the view of Hazelhurst, described at pre-app as of poor appearance and detracting from the character of the area;
- Two storey dwelling will be visible from Minehead Road; overlook number 12, West View and Warre house;
- In past permissions have been granted for bungalows;
- Design is of no particular architectural merit; roof pitch does not match that of the Grade II Listed Building of West View;
- Concerned over pedestrian safety along Minehead Road, particularly those children under the age of 18 and the elderly;
- The Highway Authority have recommended refusal for applications in the road in the past - 06/07/0066 and 06/13/0053.

PLANNING POLICIES

SD1 - SD 1 TDBC Presumption in Favour of Sustain. Dev,
 SP1 - TD CORE STRATEGY SUSTAINABLE DEVELOPMENT LOCATIONS,
 CP4 - TD CORE STRATEGY - HOUSING,
 CP6 - TD CORE STRATEGY - TRANSPORT AND ACCESSIBILITY,
 CP8 - CP 8 ENVIRONMENT,
 DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
 NPPF - National Planning Policy Framework,

LOCAL FINANCE CONSIDERATIONS

Total net floor space of proposed development equates to 274 sqm. CIL charge of £125 sqm. CIL Liability of £34,250 (approx).

The development of this site would result in payment to the Council of the New Homes Bonus.

1 Year Payment

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| Taunton Deane Borough Council (Lower Tier Authority) | £1079 |
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| Somerset County Council (Upper Tier Authority) | £270 |
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6 Year Payment

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| Taunton Deane Borough Council (Lower Tier Authority) | £6474 |
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| Somerset County Council (Upper Tier Authority) | £1619 |
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DETERMINING ISSUES AND CONSIDERATIONS

The pertinent issues to consider are the principle of development, with regard to planning policy and the impact of proposals upon visual and residential amenity, highway safety and heritage.

Principle of development

A number of objections have been received stating that the draft Bishops Lydeard Neighbourhood Plan includes Policy H4 that does not positively support new residential development within garden areas, particularly where it *"results in the loss of or significant harm to ecology, character of the local area, open space provision or landscape value of private residential gardens."* It is accepted that this emerging NP policy is of relevance to the proposed development, it is an emerging document currently at consultation; its final draft has not been submitted for examination and, therefore, its policies are considered to carry very limited weight at this time. As such, the main policy thrust must be acknowledged as the adopted Taunton Deane Core Strategy and NPPF.

The application site is located within the defined settlement limit of Bishops Lydeard, where policies SP1 and CP4 of the Taunton Deane Local Plan, together with guidance set out within the National Planning Policy Framework accept that new residential development is acceptable in principle. The principle of allowing for infill development is acceptable in this location and it has to be acknowledged that infill plots can make a valued contribution towards the provision of new homes within the Borough.

The main issue with the principle of the proposed development is the backland location of the plot. The proposed dwelling would sit North of Hazelhurst within large grounds. At the pre-application stage another plot had been identified to the East, which gave a more tight knit pattern of development than that proposed at this stage. Whilst an additional plot may or may not be forthcoming in the future, it does not fall to be considered at this time. Instead, the impact of the development upon the surrounding area should be considered as a material consideration.

With regard to layout, the proposed dwelling would be positioned within a large residential garden. The plot is generally in keeping with that of Hazelhurst and West View, in terms of area and form. The area surrounding Gore Square is characterised by a scattered pattern of development where properties have both highway frontage but also backland positions. Whilst an open space to the East of the proposed development would remain, giving less density to the built form of the area, the proposals would be generally in keeping with the pattern of development to the South and East of the site and the pattern of development generally found within the Gore Square area. Such complies with the general policy requirements set out within Core Strategy Policy DM1 (a) and (d).

Objections have stated that the application site forms an open green space within the village. Whilst this is true in its physical form, the site is privately owned land and does not visually portray itself as an open space within the village from public vantage points. The Bishops Lydeard Inset Plan identifies areas of Urban Open Space that are given a higher level of protection from development; the application

site does not form such an area. It is considered that the built form proposed would retain sufficient open space around so not to completely erode the open nature of the surrounding area.

Taking the above into consideration, it is felt that on balance, the principle of new residential development at the site is acceptable.

Visual amenity

The backland location of the application site will naturally restrict the visual impact of the built form arising out of the proposed two storey dwelling. The proposals indicate a FFL of 8.855; the level take from Minehead Road is 10.243. The overall height of the building will be reduced in visual terms by the change in levels between any public vantage point along Minehead Road and the site, which is approximately 1.4 metres lower. The site would be further screened from public views by hedgerows, domestic planting and boundary treatments that front properties to the North of Minehead Road. As a consequence, the proposed building is not considered to represent a dominant feature within the area.

In design terms, the dwelling is not considered to represent an exceptional piece of architecture but it is nonetheless a well design dwelling house that combines traditional features with elements of contemporary intervention. Recessed windows, stone cills and lintels and a traditional roof with an amplified overhang all point towards good design. At present the final materials have not been finalised, but it is considered appropriate to agree materials by condition, particularly given the current difficulty with obtaining certain materials, such as bricks. This approach will allow a high quality finish to the building to be secured that will have a positive impact upon the overall appearance of the development. There are a range of materials within the area, including render, brick, timber cladding, slate, clay tile and thatch; the use of facing brick and slate is therefore considered to be acceptable this will provide some contextual link between the new development and the more historic built form within the area.

Residential amenity

There are a number of impacts that can often arise out of back land development, which include overlooking and loss of privacy, overshadowing, loss of outlook and additional nuisance, particularly from additional vehicle movements.

The impact of the proposed dwelling will be most pronounced upon the amenity of Hazelhurst. Whilst this property is owned by the applicants, the amenity of existing and future occupiers must be considered. In this respect, the new dwelling will be erected approximately 13 metres North of the boundary with Hazelhurst and 29m from its rear (North) elevation. Such separation is considered to be sufficient as to reduce any loss of outlook and to ensure that the development does not have an overbearing impact upon the neighbouring property. The indicative boundary treatment between Hazelhurst and the site will need to comprise a 1.8m wall or fence, which can be secured by condition.

The siting of the dwelling and garage are considered to be appropriate as to ensure

than there will be no significant loss of light or outlook to any of the surrounding properties. With regard to privacy, the first floor windows to the North and East elevations will look out over the garden of the proposed dwelling and will not provide direct views into neighbouring properties; such will be inhibited by intervening screen planting, boundary walls and the change in levels. Those windows within the South elevation will serve an en-suite bathroom and dressing room, both of which can be obscured glazed; three tall glazed sections will serve as lightwells to the central staircase and the final window serves a bedroom. On the basis that bedrooms are not normally occupied for prolonged periods through the day, any loss of privacy is likely to be very limited and not a reason to resist permission.

The sole remaining issue to consider in amenity terms is the potential for additional nuisance to arise from the use of the proposed driveway serving the proposed development. The proposed driveway will cut between Hazelhurst to the West and West View to the East. The boundary with West View is currently overgrown with domestic shrubs and bushes, but behind is a retaining stone wall that runs the length of the boundary of West View. This wall is approximately 1.8m in height and will provide for a sound buffer, thereby reducing the impact of noise from vehicle movements over the driveway. At present the means of enclosing the curtilage of Hazelhurst is not specified but such can be secured by condition in order to ensure that the impact upon the amenity of Hazelhurst is not affected to an unacceptable degree. Further, it would be a reasonable step to require the driveway to be surfaced in a material that reduces the sound emanating from tyre/surface interaction. Such can again be secured by condition and it is reasonable to do so in this instance.

Heritage

The application site is located immediately South of the Bishops Lydeard Conservation Area boundary and Northwest of West View, a Grade II Listed Building. As noted by the Council's Conservation Officer, the siting of the proposed dwelling and the screening effect of the tree line to the North will ensure that the proposed dwelling does not adversely impact upon the character and/or appearance of the Conservation Area.

Similarly, the setting of the grade II listed West View will not be harmed by the development due to the detachment between sites and the fact that the proposed dwelling will not be seen in direct view with the West View, virtue of the siting of the proposal and the screening that is provided by roadside boundary treatments.

In this respect, the proposals comply with Policies CP8 and DM1 of the Core Strategy and will not adversely impact upon heritage assets within the area.

Highway Safety

Objections have been received in respect of intensifying the use of the highway through new residential development and the adverse impact that this would have upon the safety of users, including pedestrians. The Highway Authority do not object to the principle of development and refer to standing advice. It can therefore be taken that the highway along Minehead Road and those roads that it connects to, are capable of accommodating the slight increase in vehicle movements that would

be generated from the application. This accords with their approach to two applications referred to by objectors (06/07/0066 and 06/13/0053) where they did not object to intensifying movements; their concerns were linked to the technical design of visibility, parking and turning provision.

With respect to the design of the proposed development, the application meets the design criteria of Standing Advice, with the expectation of the visibility splay across the site frontage. The splay capable of being provided measures 2.4m x 40m to the West and 2.4m x 20m to the East. It is noted that splays are not taken to the edge of the carriageway, but the centre line.

Minehead Road is subject to a 30mph speed limit although on the ground observations clearly indicate that vehicles generally travel at a much lower speed than this. The reduced speed is in part due to the bottle neck that occurs East of the site access towards Gore Square, where vehicles are regularly parked along the highway edge, thereby reducing the carriageway to one lane. The highway widens quite significantly to the West allowing for increased vehicle speeds.

It is noted that new residential properties have been allowed to access off Minehead Road historically; two new dwellings opposite West View are one such recent example. The visibility splay to their access has its sight lines impeded by vehicles parked along the South side of the highway. Notwithstanding these observations, the proposed dwelling is located within a sustainable location, in a well serviced village where day to day services and facilities can be accessed by means other than the private motor vehicle. It is therefore possible that vehicle movements associated to the proposed development will be lower than a more isolated dwelling. In any event, the lightly trafficked nature of Minehead Road and the observed vehicle speeds generally support allowing a reduced visibility splay.

Para 32 of the NPPF states that development should only be resisted on transport grounds where the residual cumulative impacts of development are severe. Despite the substandard visibility splay, the impact of accommodating one additional dwelling is not considered to be so harmful as to warrant refusal.

Other matters

The proposals include the erection of a single storey attached garage to the Northwest elevation of Hazelhurst; this element of the scheme will not adversely impact upon visual or residential amenity, whilst the plans provide sufficient space for parking and turning to the front of dwelling.

Surface water from the proposed development will be dealt with through a Sustainable Drainage System. No surface water will be discharged directly into the nearby watercourse, although some slow infiltration will be likely. The impact upon flood risk downstream is considered to be negligible.

The agent has confirmed that no works are planned to the Northern boundary with Warre House and that the trees will be unaffected by the development, thereby continuing to provide natural screening between the two properties.

Conclusions

The proposed development represents a sustainable form of development that accords with both Taunton Deane Core Strategy Policies and guidance contained within the NPPF and this policy framework outweighs the policies associated to the emerging Bishops Lydeard Neighbourhood Plan. The development will harm neither visual or residential amenity, highway safety or heritage assets within the area. The design, scale, form and layout of the development is considered to respond appropriately to the context of the site and its surroundings. Whilst access onto the highway is substandard, the overall impact of the development upon highway safety if not considered to be severe.

Taking the above matters into consideration, it is recommended that planning permission be granted subject to conditions.

In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.

CONTACT OFFICER: Mr R Williams Tel: 01823 356469