

20/2005/004

MR R M BURFORD

**ERECTION OF DWELLING ADJACENT TO HILLSIDE, NAILSBOURNE, KINGSTON ST MARY.**

21785/28499

OUTLINE APPLICATION

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**PROPOSAL**

The proposal comprises the erection of a two storey dwelling on the site of an existing garage on land currently being used as domestic curtilage to Hillside. Parking is proposed to the front of the dwelling with the use of a shared drive with the Hillside. The site measures approximately 26 m x 10 m, with a parking area to the front.

**CONSULTATIONS AND REPRESENTATIONS**

COUNTY HIGHWAY AUTHORITY objections raised on the grounds of sustainability and insufficient frontage to incorporate visibility splays. WESSEX WATER points of connection to foul water and water supply can be agreed at detailed design stage; Council should be satisfied with arrangements of disposal of surface water.

LANDSCAPE OFFICER existing beech tree has limited amenity value and has been 'topped' in the past, so will not grow much larger; therefore dwelling could be built without damage to it, subject to protection of root system during construction. DRAINAGE OFFICER no objections.

PARISH COUNCIL support this application in the absence of any views to the contrary.

ONE LETTER OF OBJECTION has been received raising the following issues:- lane into Nailsbourne is very narrow at the point where drive to development meets lane; access and manoeuvring would be difficult due to narrowness of lane; size of plot would not allow for a property in keeping with those around it, insufficient room for car parking and fear lane would become a car park; property and neighbour already suffer subsidence; lane already busy; granting permission would set a precedent; any new building would be in line of sight of our windows.

**POLICY CONTEXT**

Somerset & Exmoor National Park Joint Structure Plan Review 1991 - 2011; Policy STR1, amongst other things, seeks to develop a pattern of land use which minimises the length of journeys and the need to travel; Policy STR6 applies strict control over development outside settlements and restricts it to that which benefits economic activity, maintains or enhances the environment and does not foster growth in the need to travel; Policy 49 states that proposals for development should be compatible with the existing transport infrastructure and provide safe access to roads of adequate standard.

Taunton Deane Local Plan the following policies are considered especially relevant:- Policy S1 requires that proposals for development should ensure that:- (A) additional road traffic would not lead to overloading of access roads or road safety problems; (B) the accessibility of the site for public transport, walking, cycling, and pedestrians would minimise the need to use the car; (D) the appearance and character of any affected landscape, settlement, building or street scene would not be harmed as a result of the development; Policy S2 requires development to be of a good design; Policy S8 requires that outside development limits new buildings will only be allowed, amongst other criteria, that they accord with a specific Development Plan Policy and supports the viability and viability of the rural economy.

## **ASSESSMENT**

Nailsbourne is not identified as a settlement in the Local Plan. The nearest settlement is the village of Kingston St Mary, approximately 1.5 km away. The proposal is therefore contrary to Policy S8 which strictly controls new development outside of identified settlements.

Furthermore due to its isolated location, remote from services including public transport, the proposal is considered to be unsustainable. The proposal would therefore be at odds with sustainable planning policy that aims to avoid fostering growth in the need to travel.

In terms of meeting the criteria of policy S1(D) the proposal would result in a cramped form of development when compared with the character of the other properties in the area, detrimental to the visual amenity of the area.

The site also suffers from sub standard visibility with the Highway Authority expecting at least 60 m visibility in either direction as measured 2 m back from the centre point of the access. This is clearly not possible as the site has insufficient frontage, adequate visibility is essential in the interests of highway safety.

## **RECOMMENDATION**

Permission be REFUSED for the following reasons:- (1) The site is located outside the confines of any identified settlement in an area that has very limited public transport services. The development will increase the reliance on the private motor vehicles and would compromise sustainable development, which is contrary to advice contained within PPG13 and RPG10 and to the provisions of Policies STR1 and STR6 of the Somerset and Exmoor National Park Joint Structure Plan Review 1991 - 2011 and contrary to Policy S1(a) of the Taunton Deane Local Plan; (2) The proposal would lead to a cramped form of development when compared with the character of the existing properties in the surrounding area, detrimental to the visual amenity of the area; (3) The sites lies outside of a defined settlement where it is policy to resist new development unless it is demonstrated that the proposal serves a genuine agricultural need or benefits the economic activity. The Local Planning Authority is of the opinion that the

proposal does not satisfy the criteria, and therefore contrary to policy; (4) The site has sub-standard visibility with insufficient frontage to enable satisfactory visibility splays essential to highway safety.

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

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