

SOMERSET COUNTY COUNCIL

**ERECTION OF DOUBLE GARAGE WITH STORE AND FORMATION OF  
VEHICULAR ACCESS AT NORTHWAY FARMHOUSE, HALSE (AS AMENDED)**

Grid Reference: 313536.129009

Full Planning Permission

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**RECOMMENDATION AND REASON(S)**

Recommended Decision: Conditional Approval for the following reason:

The proposal is considered not to have a detrimental impact upon the visual amenity or landscape character of the area and provides for a safe means of access and egress for Northway Farmhouse. The proposed development is therefore considered acceptable and, accordingly, does not conflict with Taunton Deane Local Plan Policies S1 (General Requirements), S2 (Design) and EN12 (Landscape Character Area). Further the proposal is considered to accord with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**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:

(A3) DrNO 1811-100 Rev B Location plan  
(A3) DrNo 1811-101 REv B Site plan  
(A3) DrNo 1811-102A Block and roof plan  
(A3) DrNo 1811/103 Plan and Elevations  
(A3) DrNo 1811/104 Indicative Sections

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

3. The visibility splays shown on the approved drawing no.1811-4A shall be constructed before the dwellings hereby permitted are first occupied. The visibility shall thereafter be maintained in accordance with the approved plans with no obstruction greater than 900mm in height above the level of the adjoining carriageway edge.

Reason: To preserve sight lines at a junction and in the interests of highway safety in accordance with Policy 49 of the Somerset and Exmoor National Park Joint Structure Plan Review and relevant guidance in PPG13.

4. No part of the access drive shall be laid out at a gradient steeper than 1 in 10 over its first 20 metres.

Reason: In the interests of highway safety in accordance with Somerset and Exmoor National Park Joint Structure Plan Review Policy 49.

5. Prior to the commencement of the development hereby permitted, detailed proposals for the disposal of surface water in relation to the vehicular access points and associated tracks shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented before the dwellings are occupied.

Reason: To prevent the disposal of surface water onto the adjoining highway in the interests of highway safety in accordance with Somerset and Exmoor National Park Joint Structure Plan Review Policy 49.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, 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 49 of the Somerset and ENP Joint Structure Plan Review.

7.
  - (i) Before any part of the permitted development is commenced, 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 makes a satisfactory contribution to the preservation and enhancement of the local character and distinctiveness of the area in accordance with Taunton Deane Local Plan Policy S2.

8. No development, excluding site works, shall begin until a panel of the stone/brickwork wall measuring at least 1m x 1m has been built on the site and both the materials and the colour and type of mortar for pointing used within the panel have been agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the agreed details and thereafter maintained as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the character and appearance of the existing building in accordance with Policy S2 of the Taunton Deane Local Plan.

#### Notes for compliance

1. Any soakaways should be constructed in accordance with Building Research Digest 365 (September 1991).

## **PROPOSAL**

The application, as amended, seeks planning permission for the formation of a new vehicular access and erection of a detached building providing for a double garage and store to serve Northway Farmhouse.

The proposed access will be formed along the southern boundary of land within the ownership of Northway Farm; it will be of a concrete surface over the first thirty metres, and tapered at 45 degrees either side at the carriageway edge. The new access track will be five metres wide over its first ten metres with unrestricted visibility splays of 2.4m x 43m provided to the carriageway edge in the westerly direction and to the centre of the single lane carriageway to the east.

The proposed double garage and store building will be sited to the west of Northway Farmhouse within the existing residential curtilage. The building will measure 9.0m x 6.0m with a height to eaves and ridge of 2.5m and 5.0m respectively. The new building will be finished with natural stone walls, natural roofing slates, cast iron rainwater good and timber fenestration.

## **SITE DESCRIPTION AND HISTORY**

Northway Farmhouse is a grade II listed building dating back to the early 19th century. The site is located within open countryside in the parish of Halse. The property comprises the main dwelling, a building that is finished externally with rendered walls, natural slate roof, timber sash windows, a timber 6 panel door and a flat roof portico. Attached to the northern elevation of the farmhouse is a linear set of agricultural barns, which are set over two storeys with stone walls and brick detailing around the original openings, natural slate roofs and timber doors.

The main dwelling is served by an existing access that leads to both the modern and traditional farm buildings within the site. It is proposed to sever this existing access from the dwelling so that it may be retained for use on the scheme for converting the adjoining barns to three dwellings. Northway Farm has a large garden to the south and west, which is bound by a combination of high level natural stone walls, native

hedgerows and mature trees.

## **CONSULTATION AND REPRESENTATION RESPONSES**

### **Consultees**

*SCC - TRANSPORT DEVELOPMENT GROUP* - Comments and recommendations made in relation to adjacent barn conversion proposal 18/11/0001, of which the following matters are relevant:

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- Highway requirements for the new access provided and should be met;
- visibility splay should be incorporated within red line;
- Sufficient parking and turning area should be provided

*HALSE PARISH COUNCIL* - Object to the proposed development, raising the following planning related matters to this application:

- New access involves a change of use of land and such would be contrary to other requests nearby that have had planning permission refused;
- Necessary splay should be wider therefore having greater detrimental impact upon the environment

*LANDSCAPE LEAD* - No objection - subject to landscape details and grading of the access strip the proposals are acceptable. I strongly recommend re-enforcing the east to west offside roadside hedgerow with native species to provide a stronger hedgerow on higher ground.

### **Representations**

10 letters of objection raising the following planning related matters:

- The new access is dangerously sited and would increase risk within the area;
- Garaging should be incorporated within buildings;
- New access contradicts other similar proposals turned down within the area;
- Drainage from the new impervious track will exacerbate flooding problems within the area
- Highway drains cannot cope with current surface water levels
- New garage not in keeping with original buildings
- Contradiction of information as hedgerow will be removed to form new access;

## **PLANNING POLICIES**

S1 - TDBCLP - General Requirements,

S2 - TDBCLP - Design,

EN12 - TDBCLP - Landscape Character Areas,

S&ENPP49 - S&ENP - Transport Requirements of New Development,

## **DETERMINING ISSUES AND CONSIDERATIONS**

The pertinent issues that require consideration in determining the proposed development are the impact of the new access and building upon the landscape character and visual amenity of the area, together with the impact of the new garage and store building upon the setting of the grade II listed building.

It should also be noted that applications for planning permission affecting a listed building or its setting must be determined in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This requires that “in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority...shall have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses”.

### Visual impact

The proposed new garage building will be located west of and within a close proximity to the main listed farm house. The building is to be finished of natural materials that are considered to reflect the general appearance of the traditional agricultural buildings to the north. Further, the building will be visible only from the highway to the south as screening will be provided to the west, east and south east by an existing stone wall, hedgerow, trees and the dwellinghouse itself. The building is of a modest scale and considerably subservient to the modern agricultural buildings that currently sit directly north of the site. It is considered that virtue of its siting, orientation, scale and design the proposed new garage and store building will not materially harm the landscape character or visual amenity of the area.

The formation of the new access is discussed below, however in order to provide the necessary visibility splays, it will be necessary to remove 12 metre length of hedgerow to the east, and to demolish realign and rebuild a 12 metre length of stone wall to the west. Such will have an impact upon the character and visual amenity of the street scene along the lane to the south. The Council's Landscape Lead is satisfied that the new access and associated track will have a limited impact subject to replacement planting. Such can be secured by way of a condition and I consider that a replacement hedge on higher land that links into the remaining section of hedgerow will overtime provide for acceptable landscape mitigation. With regard to the wall, it is proposed to rebuild it in stone slightly to the north. The realignment and uncovering of the wall from overgrown scrub will not materially harm the visual amenity of the street scene, nor would it be damaging to its historic interest given that it appears in need of some repair work.

### Access

The proposed access has attracted objections concerned with the lack of visibility being provided and also that were the necessary visibility splays to be achieved the landscape character and visual amenity would be harmed. The amended application provides for visibility splays of 2.4m x 43m and these have been set out on the amended plans. Such splays can be achieved as it will involve development over land within the ownership of the applicant. The splays will provide unobstructed visibility lines to the edge of the carriageway to the west and to the centre of the single lane carriageway to the east. The Highway Authority require splays to be provided to the carriageway edge so as to ensure that safe access and egress from the new dwellings can be achieved without detriment to highway safety. In this instance, to the centre of the highway to the west is considered acceptable and not detrimental to highway safety given that the highway is of a single track lane where vehicles will be clearly visible upon egress from the site.

Given that the necessary splays can be provided, it is considered that safe access

and egress at the site is possible with vehicles being able to see and be seen when using the new access. In addition, I am satisfied that other requirements for the new access in terms of width, gradient, surfacing and surface water drainage have been demonstrated to an acceptable standard on the amended plans and can be controlled by way of conditions. Having regard to these matters I consider the proposed access to be acceptable in terms of highway safety.

### Conclusions

Having regard to the above matters, it is considered that the proposed development provides for a safe means of access and egress with which to serve Northway Farmhouse that will not materially harm the visual amenity of the street scene. Further, the proposed new building is considered to be of an appropriate scale and finish and will not detract from the setting of the adjacent listed building(s). As such, 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 1988.**

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