

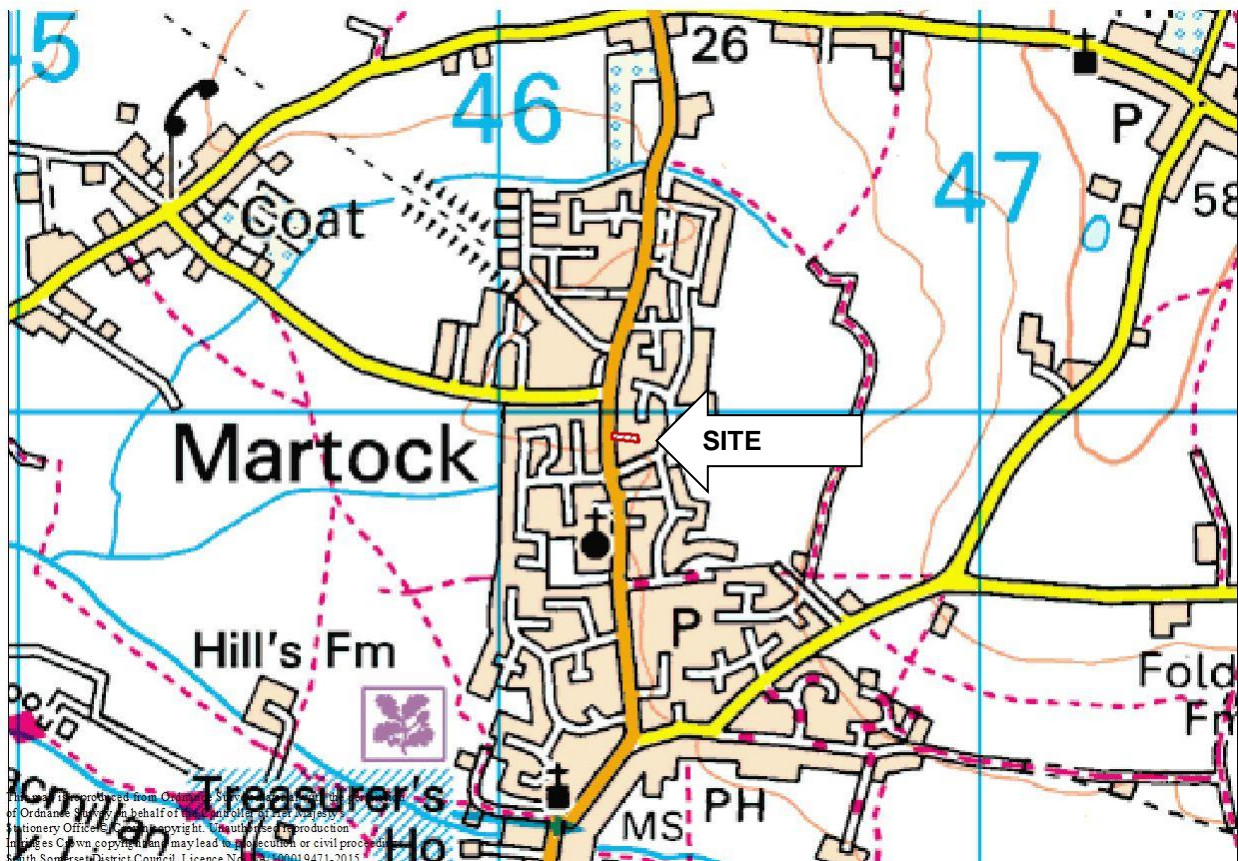
Officer Report On Planning Application: 14/04928/FUL

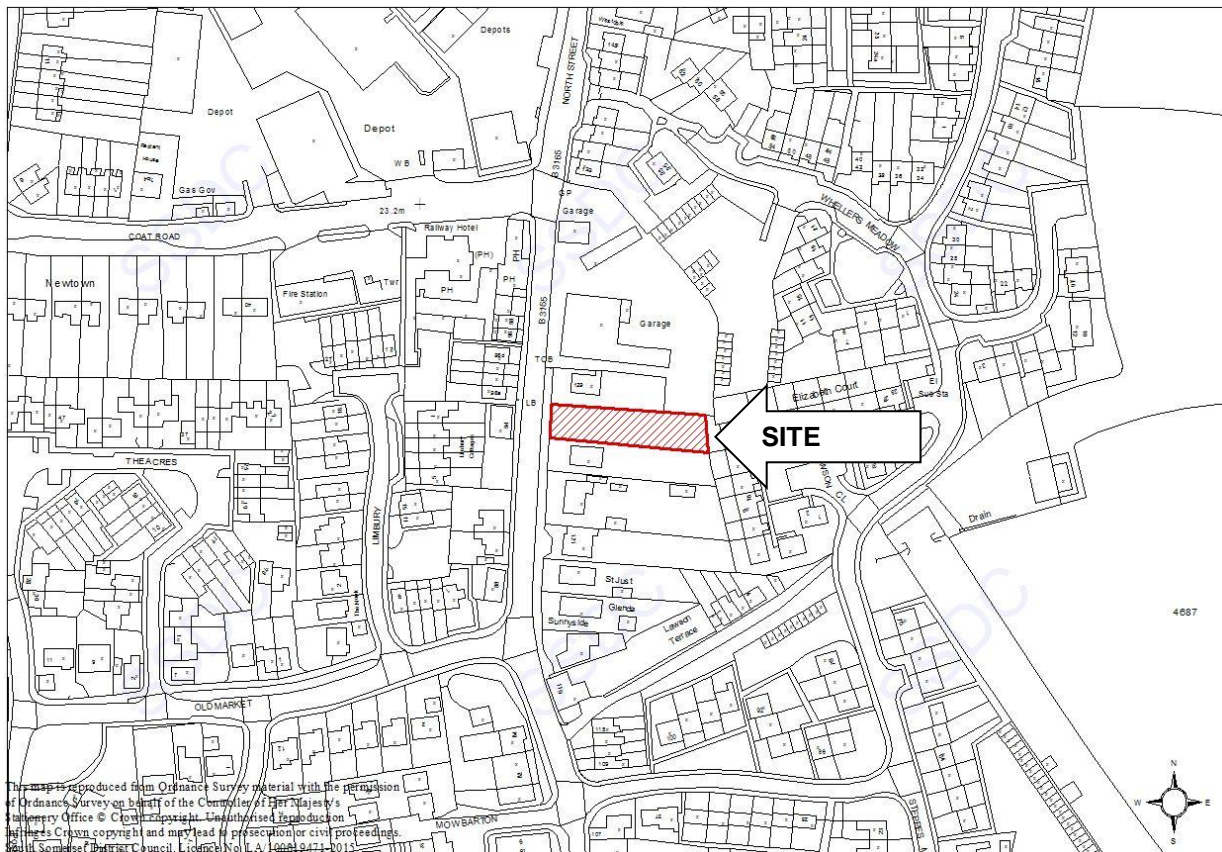
Proposal :	Creation of off road parking with pedestrian ramped access to dwelling (Revised scheme) (GR:346250/119945)
Site Address:	127 North Street, Martock, Somerset
Parish:	Martock
MARTOCK Ward (SSDC Member)	Cllr Graham Middleton Cllr Patrick Palmer
Recommending Case Officer:	Tel: 01935 462430 Email: alex.skidmore@southsomerset.gov.uk
Target date :	29th December 2014
Applicant :	Mrs Janet Wareham
Agent: (no agent if blank)	Paul Day, Honeysuckle Cottage, Church Street, Kingsbury Episcopi, Martock TA12 6AU
Application Type :	Other Householder - not a Change of Use

REASON FOR REFERRAL TO COMMITTEE:

The proposed access leads on to a numbered classified highway and does not strictly accord with the highway authority's recommendations but is recommended for approval. In such instances the Scheme of Delegation requires the application be determined by Committee.

SITE DESCRIPTION AND PROPOSAL





This application is seeking planning permission to create a new access and parking space to the front of the dwelling as well as a pedestrian ramped access leading to the dwelling.

127 North Street is a detached bungalow, orientated end gable to the road behind a narrow front garden. At present the property benefits from no designated off-road parking and it would appear that informal parking takes place on what is part highway verge / pavement, which is particularly wide at this point, to the front of the property, similar to the next door neighbour to the north (No. 129). The bungalow is positioned on raised ground above the road and at the time of the site visit the original natural stone front boundary wall had been removed leaving the raised front garden unprotected. The south side of the front garden had also been partly dug out in preparation for forming the proposed pedestrian ramp however the original pedestrian gate and steps on the north side were still intact.

North Street is a classified B road. It is noted that 121 North Street, three properties to the south of this site, has a similar parking bay arrangement to the front as that currently proposed.

RELEVANT HISTORY

14/0300/FUL: Creation of off-road parking with pedestrian ramped access to dwelling. Refused for the following reason:

- "The formation of the proposed parking area in this location would, by reason of the lack of off-road turning area, result in vehicles reversing onto the classified highway. As such the proposal would be prejudicial to highway safety contrary to the Somerset Parking Strategy, Policy ST5 of the South Somerset Local Plan and the provisions of

the NPPF."

13/04673/FUL: Erection of a single-storey rear extension to dwelling and internal alterations. Permitted.

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.

The development plan comprises the South Somerset Local Plan. The policies of most relevance to the proposal are:

ST5 - General Principles of Development
ST6 - The Quality of Development

National Planning Policy Framework:

Part 1 - Building a strong, competitive economy

Part 4 - Promoting sustainable transport

Part 7 - Requiring good design

Part 10 - Meeting the challenge of climate change, flooding and coastal change

Part 11 - Conserving and enhancing the historic environment

CONSULTATIONS

Martock Parish Council: Recommend approval

County Highways: Referred to their standing advice which sets out a requirement for a parking provision of two parking spaces with additional space for turning on-site so that vehicles can enter and leave the site in forward gear. The access should benefit from visibility splays of 43m in either direction with pedestrian splays of 2.4m in either direction.

County Archaeology: No objections

REPRESENTATIONS

None.

CONSIDERATIONS

This application has been submitted following an unsuccessful application last year for the formation of a new access and parking area to the front of the dwelling (14/0300/FUL). This earlier application sought the provision of three parking spaces orientated at right angles to the highway with no on-site turning space which would have resulted in parked vehicles either having to reverse into or out of the site on to the adjacent B road contrary to the highway authority's standing advice and was deemed to be a threat to highway safety.

The current application is significantly different to that previously proposed in that it now only

seeks a single parking space orientated parallel to the road, similar in design to that of a waiting bay. This revised layout still makes no provision for on-site turning, and given the constraints of the site this in any case is unlikely to be feasible, and as such is contrary to the highway authority's standing advice. There is evidence that at present vehicles are being parked immediately to the front of the application site as well as the next door neighbour (No 129) partly on highway verge / pavement. It is noted that a nearby property to the south (No 121) already has a similar arrangement to that currently under consideration. Furthermore, it is considered that the nature of a vehicle pulling into and out of the proposed space would not be greatly dissimilar to that of a vehicle parked on the road parallel to the kerb and that visibility for emerging vehicles is otherwise good and compliant with highway's standing advice. For these reasons the proposed parking arrangement is not only considered to be an improvement to the existing unofficial arrangement but to cause no significant highway safety concerns.

The overall scheme with the new ramped pedestrian access and retaining wall will not be out of keeping with the established streetscene and should not lead to any significant loss of residential amenity to neighbouring properties.

For the above reasons this revised scheme is considered to have satisfactorily addressed the previous highway safety concerns and in all other respects to be acceptable and is therefore recommended for approval.

RECOMMENDATION

Grant consent for the following reasons:

The proposed development, by reason of its scale, siting, layout and materials, causes no demonstrable harm to visual or residential amenity and is not considered to be significantly harmful to highway safety and as such accords with the aims and objectives of the National Planning Policy Framework and Policies ST5 and ST6 of the South Somerset Local Plan.

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans drawing numbered 6427-10.

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

03. The development hereby permitted shall not be commenced unless particulars of the materials (including the provision of samples where appropriate) to be used for new retaining walls have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: In the interest of visual amenity to accord with Policy ST6 of the South Somerset Local Plan.

04. The new parking area hereby permitted shall be kept clear of obstruction and shall not be used other than for the parking of a vehicle in connection with the development hereby permitted.

Reason: In the interest of highway safety to accord with Policy ST5 of the South Somerset Local Plan.

05. The new parking area shall be finished with tarmacadam unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of highway safety to accord with Policy ST5 of the South Somerset Local Plan.

06. The new parking area shall not be brought into use until drop kerbs have been installed at the carriageway edge and/or a vehicle cross-over constructed across the verge fronting the site for the width of the access.

Reason: In the interests of highway safety and to comply with Policy ST5 of the South Somerset Local Plan.
