



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

**Proposed Creation of new access and
driveway at: Gorsedd, Coursing Batch,
Glastonbury, Somerset, BA6 8BH**

Design and Access Statement

**Written and prepared by Planning By
Design on Behalf of Mr Simon O'Neill**

Application

Planning by Design (**the Agent**) have been instructed on behalf of Mr Simon O'Neill (**the Applicant**) to prepare and submit a planning application to Somerset Council (**the Planning Authority**) for the proposed creation of a new access and driveway (**the Proposed Development / Proposal**) at Gorsedd, Coursing Batch, Glastonbury, Somerset BA6 8BH (**the site**). The following Design and Access Statement has been produced to support this application and demonstrate how the proposal complies with the relevant national and local planning policies.

This Planning Application is supported by the following items:

- Application form;
- Site location plan;
- Topographic survey;
- Existing block plan;
- Proposed site plan with visibility splays and turning details;
- Streetscene elevation;
- Planning statement.

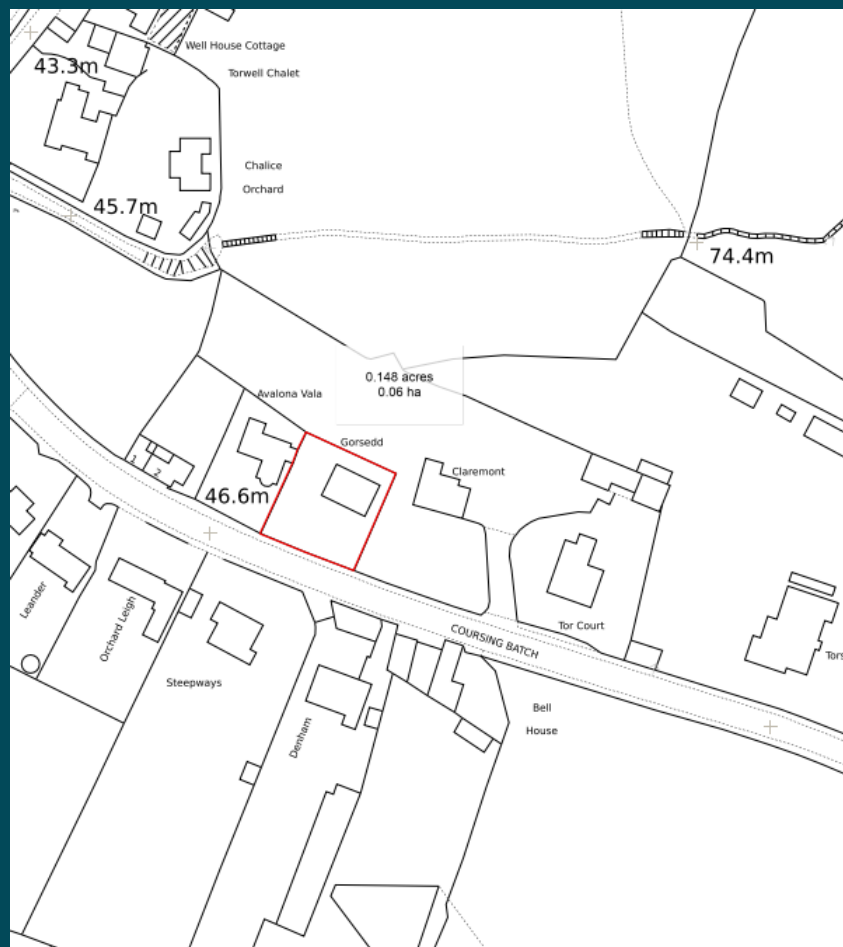


Figure 1: Site location plan (not to scale)

Proposed Development

The proposed development requested by way of this householder planning application is for the creation of a new access into the property and the construction of a new driveway.

Gorsedd, Coursing Batch, is a 1950s Detached Bungalow, set back from the road at the top of a terraced yard, defined by a Blue Lias stone wall. The existing property is unusual in that it does not benefit from any vehicular access or any designated off-street parking. Coursing Batch also has double yellow lines on both sides of the road and therefore the applicant cannot park either on or next to his property.

There are a number of residential properties on both sides of Coursing Batch and the application site is bounded on both sides by detached houses.

The proposal requested is for the creation of a new access off Coursing Batch to a leveled driveway in order to provide 2no. parking spaces.

A previous application was submitted for a similar scheme (ref: 2022/0062/HSE) however this was withdrawn following concerns raised by Highways. The latest highways objection stated:

“Following receipt of further amended drawings the Highway Authority have considered the details. It is noted that the visibility splay to the west crosses third party land which would not be acceptable. The visibility splay to the east is also not shown to the nearside carriageway edge.

It is also noted that to date no information on the gradient and any retaining walls have been received, nor any details regarding the drainage proposal at the carriageway edge.

Based on the information supplied the Highway Authority would still have no option other than to recommend refusal of this application.”

This application seeks to address those concerns and provides an accurate topographic survey of the site so that the new access design can be drawn accurately. The proposed visibility splays now do not cross third-party land and are shown to the nearside carriageway.

The streetscene elevation also shows the gradient of the access into the site and the height of the existing retaining walls.

No change of use in planning terms or practical terms is proposed as the site will retain its residential use.

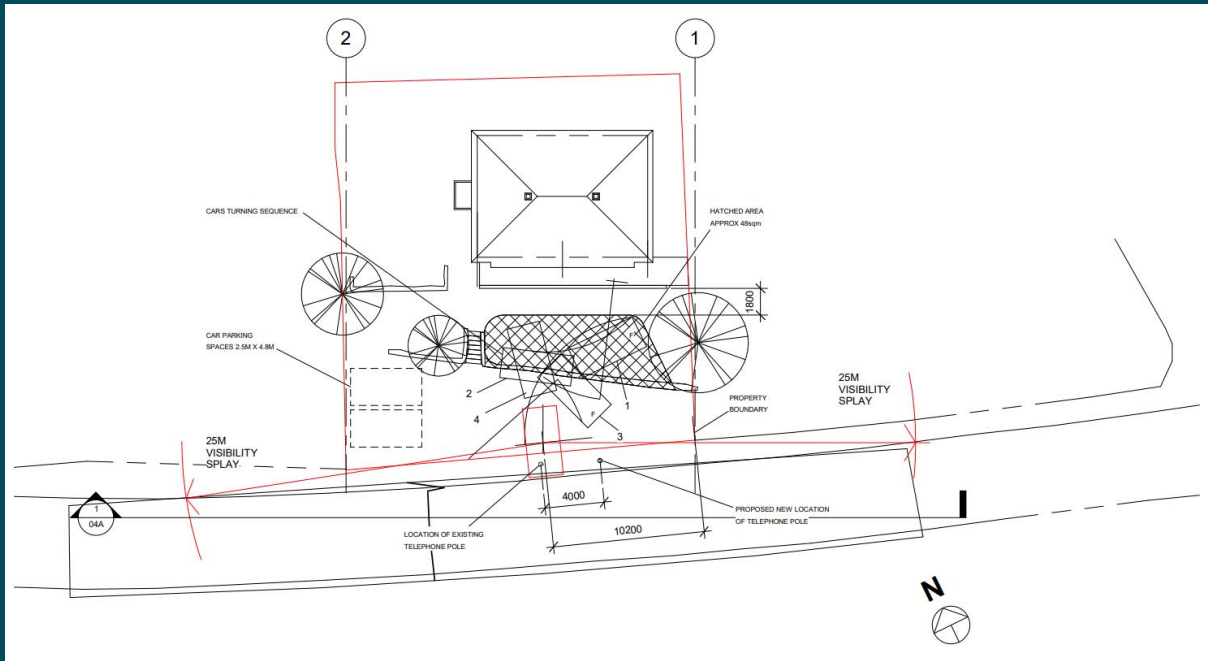


Figure 2: Proposed Block Plan (not to scale)

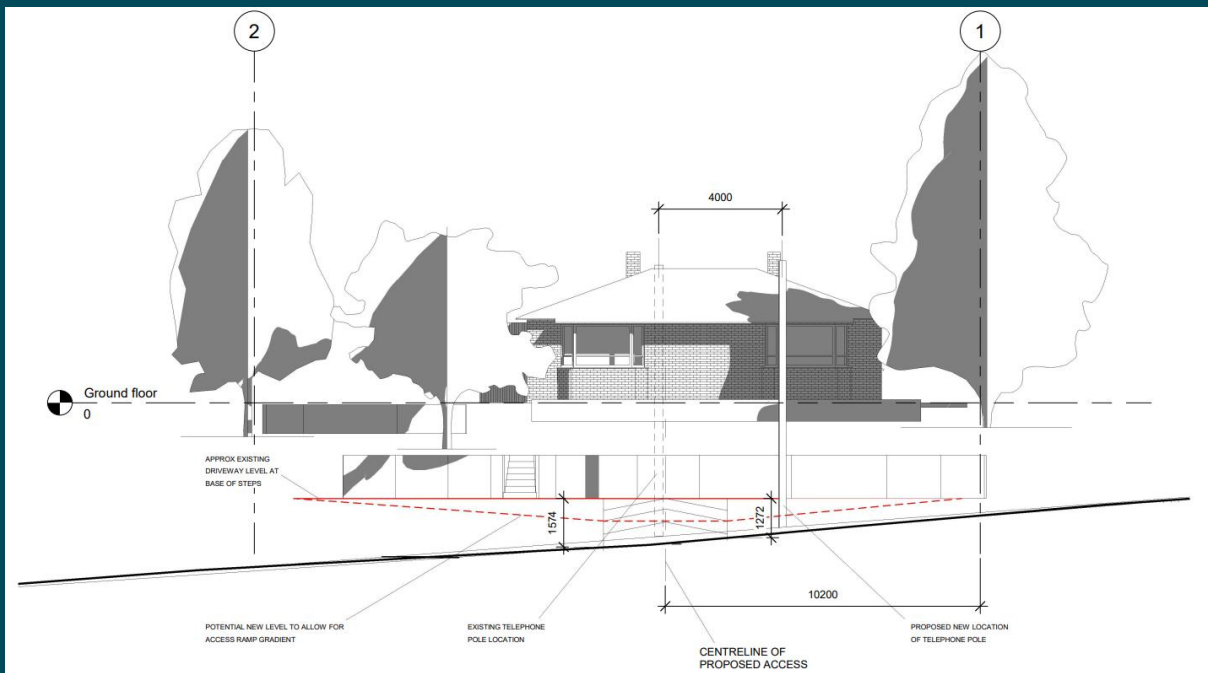


Figure 3: Proposed Streetscene (not to scale)

Assessment

The following policy and guidance documents are recognized as primary considerations for the decision of the associated application at the site location

- National Planning Policy Framework;
- National Planning Practice Guidance;
- Mendip District Local Plan (adopted 2014).

National Planning Policy Framework (NPPF)

Paragraph 8 of the NPPF explains that achieving sustainable development means that the planning system has overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- i) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- ii) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- iii) an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Analysis: The proposal is in line with all three primary objectives of the National Planning Policy Framework from an environmental, social and economic perspective. From a social outlook, the proposal will provide benefits to the applicant through the provision of off street private vehicle parking which will ensure that the property can remain sustainable for the applicant. From an environmental perspective, the proposal will not result in any significant change to the existing landscape character of this area. From an economic perspective, the proposal will generate benefits at a local level as this development will stimulate economic activity as local suppliers and contractors will be sought for the construction following planning approval.

Section 12 of the NPPF relates to achieving Well-designed Places which states that “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of

sustainable development, creates better places in which to live and work and helps make development acceptable to communities

Analysis: As highlighted through the supplied planning drawings and designs, the proposal will not result in any detrimental impact to any neighbouring amenities as the site is appropriately screened from adjacent residential uses.

Paragraph 11 of the NPPF describes the presumption in favor of sustainable development. Additionally, paragraph 11 specifically states that for decision-making this means (amongst other things):

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

In line with the National Planning Policy Framework, Planning by Design kindly request for a timely decision to be made on the proposal. Additionally, Planning by Design welcomes the opportunity to engage in any relevant discussion with the appointed case officer on behalf of the applicant to address any concerns or further queries.

Mendip District Local Plan

The Mendip District Local Plan Part I sets out a long term strategic vision for the future of the District and how it will develop over the next 15 years

Of the Local Plan, the following policy is recognised as a relevant consideration for the assessment of this application:

- DP10: Parking Standards

DP10: Parking Standards

New development will be supported where vehicle parking is proposed which is appropriate to the operational needs of the development.

1. When assessing what is an appropriate level of parking provision in relation to a development proposal, regard will be had to:

a) The objectives of reducing growth in the use of private vehicles and promoting alternative means of travel

b) The need for on-site provision to prevent problems of highway safety, congestion or visual intrusion in the vicinity of the site

Standards for specific types of development, whether residential or non-residential, are set out in the latest Somerset Countywide Parking Strategy. Proposals should demonstrate that appropriate parking needs are provided within any given setting that broadly accords with the Strategy.

Whilst policy DP10 does not specifically relate to the construction of new accesses for existing properties, it is relevant with regards to the provision of parking. There is a clear need for off-street parking for the applicant to prevent congestion in other areas.

The previous application which was also for a new access and parking area was assessed by the Council's highways department and found to be acceptable in principle, however the details provided were insufficient and lacked accuracy. This revised proposal addresses all of the concerns previously raised and therefore the proposed development should be supported and planning permission should follow.

Conclusion

In considering this application, it is hoped that the Planning Authority recognise that this proposal has been designed and scaled appropriately, will provide an enormous benefit to the applicant, retains highway safety, and is consistent with the area's landscape character and streetscape. The proposal will provide much-needed secure off-street parking for the applicant's vehicles on land designated as residential curtilage.

Over the past number of years, the surrounding area has been subject to a variety of applications which can be seen to have enjoyed a high rate of return, in the form of planning approvals. Should the Planning Authority however, raise any issue with the proposal following submission, Planning By Design would welcome any correspondence along with the opportunity to discuss this proposal, prior to the release of any formal decision.