

From: [Penna, Andrew](#)
To: [Plan admin](#)
Subject: FW: APPEAL REF: APP/D3315/W/18/3205705 Gladman - Myrtles
Date: 09 January 2019 16:48:21
Attachments: [Letter to Planning Inspectorate 09.01.19 - Re Myrtles.doc](#)

Appeal correspondence

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From: gateslm49@gmail.com [mailto:gateslm49@gmail.com]
Sent: 09 January 2019 16:43
To: Tim Salter <Tim.Salter@pins.gsi.gov.uk>
Cc: Penna, Andrew <A.Penna@tauntondeane.gov.uk>
Subject: APPEAL REF: APP/D3315/W/18/3205705 Gladman - Myrtles

Dear Mr Salter,

I would be grateful if the attached letter is brought to the attention of the Planning Inspector responsible for this Appeal Hearing.

Kind regards,

Lynn Gates

49 West View
Creech St Michael
TA3 5DU
9th January 2019

Mr T Salter
Inquiries & Major Casework
The Planning Inspectorate
Room 3/J Kite Wing,
Temple Quay House,
2 The Square,
Temple Quay,
Bristol, BS1 6PN

Dear Mr Salter

Gladman Developments Planning Application 14/17/0033 - Langaller Lane, Creech St Michael

Reference:

a. APP/D3315/W/18/320705

I write to object to the proposed traffic calming measures for the road through Creech St Michael from North End to Ryesland Way, which suddenly appeared on the TDBC website on Monday, 7 January 2019.

The Myrtles, three bungalows at North End are designed for use by the over 55's. One is privately owned, the other two provide social housing. One (Number 3) has specifically been adapted for the use of individuals with mobility problems and includes the addition of an area within its front garden to ensure a very necessary vehicle in close proximity to the house. The area to the front of these properties, beyond the brick wall, although bearing the appearance of a pathway, is, in fact, used as a designated parking area for both residents and their visitors, which include carers. Indeed, this has been the case for as long as one resident of over 20 years can remember.

The access for the vehicle at Number 3 already suffers from restricted vision to the left hand side. This is also a problem for those leaving the said property on foot due to the nearby cottage jutting further out than the current 'path'. Indeed, the 'path' is essential in enabling the resident to manoeuvre out of his parking space and onto the roadway safely.

The proposal put forward by the appellant would mean that vulnerable individuals living at the Myrtles would be stepping out directly onto the highway, with reduced visibility to their left. They would also lose the parking area that they have utilised for at least 20 years.

I would be grateful if the Planning Inspector could take this into consideration when making his decision regarding this Application.

Yours sincerely,

Mrs Lynn Gates