CASE OFFICER'S REPORT

Application Reference:	PL/2023/06321
Application Type:	Householder planning permission
Consultation ends:	24 August 2023
Case officer:	Jane Sanger
Site Address:	HILLCREST, 79 HIGH STREET, GREAT CHEVERELL, DEVIZES, SN10 5XR
Proposal:	Engineering operations to create a vehicular access and new driveway to facilitate a car parking space.
Recommendation:	Approve with Conditions

POLICIES

The National Planning Policy Framework (NPPF) 2021:
Chapter 4 – Decision Making
Chapter 9 – Promoting Sustainable Transport
Chapter 11 – Making Effective Use of Land
Chapter 12 – Achieving Well Designed Places
Chapter 16 – Conserving and Enhancing the Historic Environment

The Wiltshire Core Strategy, Adopted January 2015:
Core Policy 57 – Ensuring High Quality Design & Place Shaping
Core Policy 58 – Ensuring the Conservation of the Historic Environment Planning Policy Guidance (PPG) 2014.

Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990.

Sections 16 and 66 of the Planning (Listed Building and Conservation Areas) Act 1990.

The Wiltshire Local Transport Plan 2016-2026: Car Parking Strategy (March 2015).

CONSULTATION RESPONSES

Cheverell Magna Parish Council – no objections.

Highways Officer – original consultation: object. Subsequent to receiving additional information, this objection has been removed.

REPRESENTATIONS

No third party representations have been received.

KEY ISSUES:

- Relevant planning history.
- Impact upon neighbour amenity.
- Impact upon highway safety.
- Impact upon the setting of the listed building.
- Impact upon the character and appearance of the conservation area.

ASSESSMENT

The application relates to Hillcrest, 79 High St, Great Cheverell. It is a detached two storey, brick-built dwelling, positioned gable end onto the street. The topography between the road and the dwelling is steep, with the dwelling occupying an elevated position above the street. The main garden associated with the property is located to the east of the house. The open paddock to the north is also within the ownership of the applicant.

Currently, there is no vehicular access or car parking serving the property. A single small parking space is provided adjacent to the garage forecourt area next door, but this is located in front of the brick wall with gate, enclosing the front garden of the application property. A right of way exists to allow access. Behind the brick wall and to the side of the dwelling, there is an approximately 1.9m high timber close boarded fence enclosing the private gardens to the dwelling. Between this fence and the wall is a grassed area with a gravel pathway.

The site lies within the conservation area boundary for Great Cheverell and is located within the setting of a listed building.

<u>The proposals:</u>

The application proposes engineering operations to provide a vehicular access onto a C classified road and the creation of off-street parking to the serve the existing dwelling. This will involve the removal of the existing 1.2m high brick retaining wall adjacent to the pedestrian gated access into the property and the existing 1.9m high timber closed boarded fence and gateway. This will be re-sited against the wall of the house under permitted development rights. This would allow for the existing tarmac area to be realigned and a c. 4.5m wide parking bay provided as the principal parking space. The existing conifer hedgerow fronting the High Street, will be retained.
The new driveway will be surfaced in gravel adjacent to the dwelling and the remaining length will be surfaced in tarmac, adjoining the carriageway edge.

The proposals require planning permission due to the engineering operations required to construct it and as the proposed access will be onto a classified road, which is a ‘C’ classification.

It is noted that in a further submission the agent has confirmed that the adjacent business premises (Kytes Garage) is within the same ownership as the application property and the residents of No. 79 have a right of way across the apron to enter and exit the current parking space.

A revised drawing has been received, showing a gulley/drain to take the surface water run-off from the new section of the driveway which will be surfaced in a non-porous material.

<u>Relevant planning history:</u>

17/01235/FUL - Erection of an annexe adjacent to property with a glazed link to main house – Approved with conditions on 04.04.2017.

Impact upon neighbour amenity:

The proposals will be carried out on land which is in front of the application property and will be well related to No. 79, which is not bounded by any residential dwellings to its south-western side. Therefore, it is not considered to have any adverse impact upon neighbouring amenity in terms of causing loss of light, overshadowing, or have an overbearing impact, particularly due to the low scale nature of the proposals.

It is noted that there is a telegraph pole located adjacent to the south-eastern corner of the proposed driveway. The proposed plans show that the development will not impact upon this and therefore it will remain insitu.

Impact upon highway safety:

The Councils Highways Officer objected to this proposal originally commenting that, “It is apparent that the "current vehicular access" is actually the apron for the adjacent number 76. Current vehicles can enter into the area in forward gear and then reverse across the apron to leave in a forward gear. The arrangement is very limited in visibility and this in itself makes this manoeuvre is not ideal. By allowing a driveway to be created I would be encouraging vehicles to reverse onto the junction or manoeuvre within the junction to reverse into the parking. Each scenario introducing conflicting movements in a location with limited visibility and high level of traffic moments. Therefore, based on the information provided I am minded to raise an objection due to the substandard nature of the geometry”.

Subsequently, the agent provided additional information in relation to highway safety and the Council’s Highways Officer amended the comments to:

“On the 1st September I received and email from the applicant with additional information to inform my decision. The applicant states the following:

1. The adjacent garage, including the referred to apron, is under the same ownership as no 79 the subject property,
2. Residents of no.79 have a right of way across the apron to reach and leave the current parking space.
3. The application is for a replacement parking space to make the access to a vehicle easier and more secure.
4. The Parish Council have no objection to the proposal. I'm sure that if difficulties there had occurred, they would have been noted
5. The manoeuvres required to access the proposed parking area would be precisely the same as required now, so we can't see how the situation would change in that respect”.

The Highways Officer continues “Having been furnished with confirmation that the applicant has access to the apron to the front of the garage and also ownership. I am happy that this area can therefore be used for manoeuvring which will allow the applicant to leave the site in forward gear. I disagree that the current space is a parking space as it blocks the garage, but I do acknowledge that the applicant appears to historically been using it as such. The ability to turn will mean vehicles do not have to reverse out onto the bend in the road. Though I still believe that turning movements at this location are not ideal, I do recognise that it currently takes place and this proposal is not likely to introduce another vehicle movement”.

“As such , taking into account the new information, I am minded to set aside my previous objection and offer no highway objection subject to the parking being provided as per the submitted drawing”.

The surfacing of the new driveway with the edge of the highway will be a consolidated surface. Drainage to take the surface water run-off has been shown on a revised, submitted drawing.

In view of the above, on balance, the proposals are not considered to cause any harm to highway safety.

A vehicle crossing licence is not considered necessary as a dropped kerb is already in situ to serve the proposal.

Impact upon the setting of the listed building:

In considering applications for listed building consent the Council has a statutory duty, under section 16 (2) and 66 of the Planning (Listed Building and Conservation Areas) Act 1990, to have special regard to the "desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

The National Planning Policy Framework NPPF July 2021 outlines government policy towards the historic environment. Section 16 "Conserving and Enhancing the Historic Environment" sets out an overall aspiration for conserving heritage assets. In particular paragraph 199 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Wiltshire Core Strategy Policy CP58 related to Ensuring the Conservation of the historic environment. And states that designated heritage assets and their settings will be conserved.

Due to the position and scale of the proposals with the adjacent kytes garage, which is a large, tall building, separating the application site with the grade II listed 'Great Cheverell School' building, the proposals are not considered to cause any harm to the significance of the setting of this listed building.

Impact upon the character and appearance of the conservation area:

Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 also requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Areas.

Wiltshire Core Strategy Policy C58 relates to Ensuring the Conservation of the historic environment. And states that designated heritage assets and their settings will be conserved.

The proposals will not significantly alter the character and appearance of the frontage of the dwelling, due to the steep topography being retained, albeit, realigned and the surfacing materials nearest the carriageway will be tarmac, which is the same as in the existing situation. Vehicular access with driveways are characteristic of this part of the village on sloping land due to their location. The proposals will neither preserve nor enhance the character and appearance of the conservation area and will have a neutral impact upon it.

Conclusion and recommendation:

In consideration of the above it is concluded that the development would be in accordance with the development plan. With no circumstances warranting otherwise the application is recommended for approval subject to the conditions outlined below.

RECOMMENDATION: Approve with conditions.

Conditions: (3)

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Application Form
Design and Access Statement
All received on 26.07.2023.

Drawing No. 1 – Engineering operations to create vehicle access & driveway to facilitate a parking space.
Received on 20.09.2023.

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

3 The access hereby permitted shall not be first brought into use until the development (the access, driveway and parking space) has been completed in accordance with the details shown on the approved plans. These areas shall be maintained for the purpose of access, parking and turning at all times thereafter.

REASON: In the interests of highway safety.