DELEGATED REPORT

Application Reference:	PL/2023/06484
Application Type:	Planning Permission
Site Address:	The Retreat, Pewsham, Chippenham, SN15 3RT
Proposal:	Vehicular Access
Recommendation:	Approve with conditions

PROPOSAL

The applicant seeks permission for the construction of a new vehicular access to a domestic dwellinghouse from south-west side of the A4 between Chippenham and Derry Hill.

Plans show a tarmac apron crossing the existing verge measuring 11.5m at its widest point, approximately 4.5m deep with inward opening gates leasing onto a circular graveled turning area with 4No parking spaces sited adjacent to the dwelling.

SITE DESCRIPTION/CONTEXT

The site is located on the main A4 (London) road between the Pewsham housing estate and the settlement of Derry Hill. The site is outside of the defined settlement of Chippenham and for the purposes of the local plan is located in open countryside. To the north lies the Forest Gate Business park and to the south, Pewsham Garage and MOT centre. Vehicular and pedestrian access to the property is currently from a shared access off the A4 which serves 2No adjacent properties, The Cottage and Upper Cottage.

Approximately 52m to the north lies the grade II listed Hill View, 40m to the south lies the grade II listed Jeroans Upper Cottage. Right of way CALW81 runs along the existing access to the site in a west-east orientation. A bus stop is located outside of the site and immediately opposite the site, permission has been granted (ref PL/2021/06112) for a 49.9MW solar farm. The application site is in FZ1 and there are no other heritage, ecological or landscape designations

RELEVANT PLANNING HISTORY

None

POLICIES

Wiltshire Core Strategy 2015 (WCS)
Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 8: Spatial Strategy for Calne Community Area
Core Policy 51: Landscape
Core Policy 57: Ensuring High Quality Design and Place Shaping
Core Policy 58: Ensuring the Conservation of the Historic Environment
Core Policy 61: Transport and Development

Wiltshire Car Parking Strategy 2011-2026

Calne Community Neighbourhood Plan

BE2 – Design principles for Local Distinctiveness
BE3 – Parking Provision
BE4 – Heritage assets

National Planning Policy Framework 2023 (NPPF)

Planning Practice Guidance

ISSUES

The main issues in the consideration of this application are:

- Principle of development
- Design and appearance
- Heritage impact
- Highways
- Rights of Way

CONSULTATION

Calne Without Parish Council – Support:

> *Having regard to the conditions proposed by the highways office CWPC voted to support this planning application.*

Wiltshire Council Highways – No objection:

> *Wiltshire have a standing position of not allowing direct accesses off A road. However, I am aware that other historical properties have accesses at his location . Allowing the access will also remove vehicle movements over an access junction immediately adjacent to the bus layby. I am happy that the location offers a very good level of visibility which will meet standards. The internal arrangement appears to scale adequately to allow vehicles to enter and leave in forward gear.*
>
> *I am minded to note here that allowing an access in this instance does not automatically mean that other or even neighbouring accesses will be automatically allowed, each proposal must be taken on its own merits.*
>
> *Therefore based on the information provided I am minded to offer no highway objection subject to the following.*
>
> *1) No part of the development shall be first brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.*
> *Reason: In the interests of highway safety*
>
> *2) No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans (to include the 4.5m consolidated material apron) . The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.*

REASON: In the interests of highway safety.

3) No development shall commence on site until details of the stopping up of all existing accesses, both pedestrian and vehicular, have been submitted to and approved in writing by the Local Planning Authority. That stopping up shall take place in accordance with the approved details within one month of the first occupation of the development. No later than one month after the first occupation of the development, the sole means of vehicular and pedestrian access to the development shall be as shown on the plans hereby approved.

REASON: In the interests of highway safety.

REPRESENTATIONS

The application was advertised by direct neighbour letter and 1 letter of support has been received.

'Looks like an improvement over the existing access.'

ASSESSMENT

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. At the current time the statutory development plan in respect of this application consists of the Wiltshire Core Strategy (WCS) (Adopted January 2015); and the 'saved' policies of the North Wiltshire Local Plan (NWLP) 2011 (adopted June 2006).

Principle of development

Development ancillary to an existing residential property is acceptable in principle, providing those proposals are compliant with the requirements of relevant policies within the development plan (WCS). In this instance, of particular relevance are policies pertaining to, scale, design and amenity (CP57), Heritage (CP58) and impact on Highway Safety (CP61).

Scale, design and visual impact.

The planning system promotes high quality development through good inclusive design and layout and the creation of safe, sustainable mixed communities. Good design should be indivisible from good planning and recognised principles of good design seek to create a high-quality built environment for all types of development. Core Policy 57 of the WCS requires new development to respond positively to existing landscapes in terms of building layout, built form, height, mass, scale, building line and materials in order to effectively integrate the building into its setting. Policy BE2 of the Calne Community Neighbourhood Plan states that all development must be designed to a high quality that reinforces local distinctiveness. Core Policy 51 of the WCS requires that development protects, conserves or, where possible, enhances valued landscapes.

The proposal will result in a new opening onto the A4 across an existing verge resulting in the loss of vegetation. In large part however the development is to take place within the confines of a well-established and defined residential curtilage with the exception of the tarmac apron. The dwelling is situated immediately adjacent to other residential properties and as such the installation of a new parking area will be viewed in the context of the immediate built form.

The development will result in the removal a a small section of planting and an expanse of lawn however to the rear of the property there remains a generous more private amenity space. It is therefore not considered that the new access and loss of vegetation would have an unacceptable impact on the wider landscape having regard to the relatively small-scale nature of the proposal and having regard to the large solar farm permitted immediately opposite the site.

The scale and design of the proposed access is therefore considered proportionate and acceptable in design and visual terms and complies with Core Policies 51 and 57 of the WCS Development Plan, and BE2 of The Calne Community Neighbourhood Plan in this regard**.**

Amenity

Core Policy 57 states that development should have regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and ensuring that appropriate levels of amenity are achievable within the development itself. Section 12 of the NPPF also states that planning decisions should create places with a high standard of amenity for existing and future users.

The development will provide off road parking for 4No cars to the north of the site where there are no adjacent properties, the closest being approximately 50m away. The new access will reduce traffic movements using the existing access (along PRoW CALW81) to the betterment of living conditions of occupiers of the adjacent properties in respect of noise and disturbance of maneuvering vehicles.

The proposal is therefore considered to comply with CP57 in this regard in that the development would not have a harmful impact on amenities of local residents.

Heritage

Core Policy 58 states that development should protect, conserve and where possible enhance the historic environment. Section 16 of the NPPF states that 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.

The proposed parking and access is located approximately 50m from the grade II listed Hill View to the north. and given the low-key domestic nature of the development, it is not considered that the development will impact on the setting of the heritage asset and accords with CP58 of the Wiltshire Core Strategy and BE4 of the Calne community Neighbourhood Plan.

Highways

Core Policy 61 of the Wiltshire Core Strategy states that development should be capable of being served by safe access to the highway network. BE3 of the Calne Community Neighbourhood Plan requires that development proposals must provide adequately for off-street parking in accordance with the details set out in the Wiltshire Car Parking Strategy 2011-2026

Highways Officers have been consulted on the application and have concluded that whilst they have a general approach of not supporting new access onto an A Road, In this instance allowing the access will remove vehicle movements over an access junction immediately adjacent to the bus layby and that the location offers a very good level of visibility which will meet the prescribed standards and will allow vehicles to enter and leave in forward gear. Furthermore, 4 spaces are provided which meet the requirements of the Wiltshire Car Parking Strategy.

Conditions are recommended to secure the visibility splay is achieved and maintained in perpetuity and also that the parking, turning and apron are provided and maintained.

A further condition is recommended, requiring the existing vehicular and pedestrian access be stopped up. The Highway Officer has confirmed that this relates to the stopping up of the private access off the public right of way to the south of the property, and not the shared access from the A4.

The proposal is therefore considered to be in accord with CP61 of the Wiltshire Core Strategy, BE3 of the Calne Community Neighbourhood Plan and the Wiltshire Car Parking Strategy.

Rights of Way

Whilst the development as proposed does not impact directly on the right of way (CALW81), it is noted that the existing private access is immediately off the Right of Way. As such, an informative to the applicant is considered appropriate, advising that the Right of Way must remain unobstructed throughout the build period and the stopping up of the existing access.

CONCLUSION

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The proposed development is considered to be acceptable in principle and is not considered to harm the setting of any heritage assets in accordance with CP58 of the Wiltshire Core Strategy and BE4 of the Calne Community Neighbourhood Plan. The scale, design and location of the proposal is not considered harmful to the rural landscape in accordance with policies CP51 and CP57 of the Wiltshire Core Strategy and BE2 of the Calne Community Neighbourhood Plan. The highways impacts associated with the development have been assessed and are considered to be acceptable subject to conditions in accordance with CP61 of the Wiltshire Core Strategy, the Wiltshire Car Parking Strategy and BE3 of the Calne Community Neighbourhood Plan.

RECOMMENDATION: That Planning Permission be GRANTED subject to the following conditions:

See decision notice.