Highway Development Control Consultation Response

Planning Application Ref: PL/2023/10870

Site Address: 1 Quarry House, Corston, Malmesbury, SN16 0HJ

Proposal: Proposed detached coach house together with internal reconfiguration.

Date of Consultation Response: 06/03/2024

I refer to the above planning application dated 13/12/2023 seeking permission for a detached coach house together with an internal reconfiguration. Further amended plans have been received, a retaining wall appears to be detailed on the proposed block plan, however this is within the curtilage and would not affect the public highway. Therefore, my previous comments would still be applicable and I have copied this below for ease of reference:

The site is located with existing access onto Quarry House, an unclassified section of public highway subject to a speed limit of 30mph and a cul-de-sac. There are no proposals to alter the existing access with the public highway.

The proposals would remove the existing attached double garage by virtue of conversion to living accommodation. The replacement garage space is a detached building at the rear of the property, this would require access through the existing car port or via the narrow space adjacent to the car port. Provided the car port remain an open layout the access would be achievable, there is only some 2.4m available space to the side of the car port for a vehicle to pass which may be a little constrained.

At the rear there is sufficient space for vehicles to park and turn enabling access and egress in a forward gear. The additional accommodation over the garage space would uplift the available bedroom accommodation by 2 further rooms. This would increase the bedroom quantum on site to 7 bedrooms within the site. The double garage and parking within the site should be a minimum of 4 spaces which I believe can be achieved in accordance with Wiltshire Council Standards. The storage facility at the ground floor would be suitable to accommodate the required cycle parking.

The vehicle parking provision would only be met if the proposed coach house is conditioned as ancillary to the existing dwelling to prevent additional parking requirements within the site for a stand-alone dwelling where two further spaces would be required to be accommodated within the site curtilage to prevent overspill.

I would therefore not wish to raise an objection to the proposals in relation to highways subject to a suitable condition tying the proposed coach house to the existing dwelling.

If you have any queries regarding the above advice, please contact:
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