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Proposed domestic vehicular access & gates, and parking space, at: Ivy House, 2-4 South Street, Aldbourne. SN8 2DW

Design & Access and Heritage statement.



*View of Ivy House
from the Square,
looking along South
Street towards the
boundary wall where
the entrance gates
would be introduced.*

Introduction:

The subject of this application submission is Ivy House which is listed Grade-II as being of architectural and historical significance.

The applicants, Mr Josephy & Miss Wallin, have instructed Mathewson Waters Architects to prepare and submit this application seeking planning & listed building consent for the creation of an access and parking space for two cars, in order to establish a secure parking

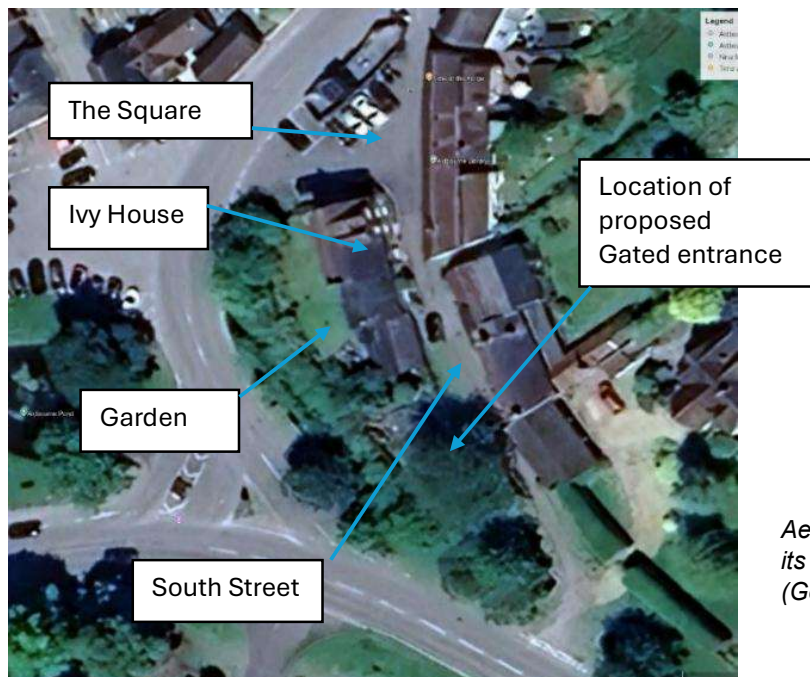
arrangement for their use and allow electric car charging. This would reduce pressure on the limited available communal parking in The Square, close to their house, which in recent years has become extremely congested.

The application property:

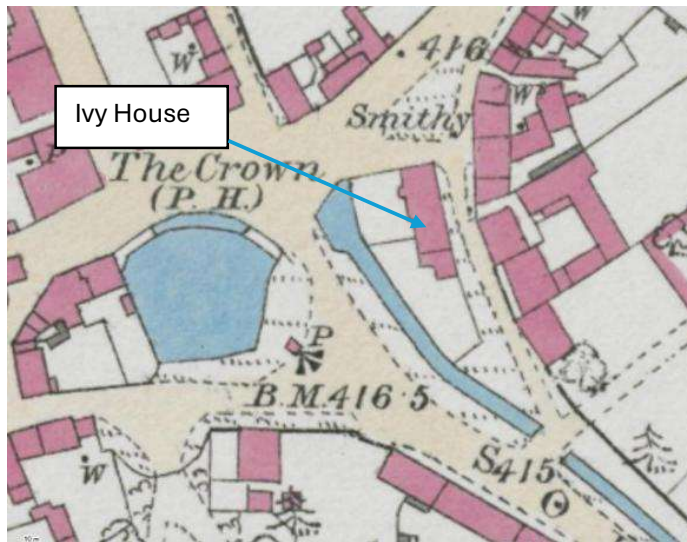
Ivy House is an attractive property set on an 'island' of land adjacent to The Square in the centre of the village. It is listed at Grade-II as being of architectural and historical importance.

The property, (also known as Ivy Cottage) is thought to date from the early 18th Century and is constructed from rubble Sarsen stone with brick dressings under a clay-tiled roof. The statutory listing description is included later in this statement.

An aerial view of Ivy House and its context is included below.



*Aerial view of Ivy House and its context
(Google Earth)*



1873-1888 OS plan extract, illustrating that the application property was originally two dwellings, nos, 2 & 4 South Street.

The statutory listing description for Ivy House is reproduced as follows:

Heritage Category: Listed Building

Grade: II

List Entry Number: 1200007

Date first listed: 06-Mar-1985

List Entry Name: Ivy Cottage

Statutory Address 1: IVY COTTAGE, SOUTH STREET

Location

Statutory Address: IVY COTTAGE, SOUTH STREET

The building or site itself may lie within the boundary of more than one authority.

District: Wiltshire (Unitary Authority)

Parish: Aldbourne

National Grid Reference: SU 26526 75653

Details

SU 27 NE ALDBOURNE SOUTH STREET (west side)

9/67 Ivy Cottage

GV II

House, early C18. Sarsen rubble with brick dressings, tiled roof. 2-storey and attic, 3 bays, extended C19 under same roof to rear, and wing to right, also C19, of 2 bays, brick with slate roof. Central C20 glazed French windows replacing door. 16-pane sashes (scratch date 1802) under gauged brick lintels with stone keystone. Three 4-pane dormers in mansard roof, and brick gable stacks. Extension has identical windows under segmental brick arches. Interior has no items of historical interest. The building occupies a dominant position in The Square.

Listing NGR: SU2652675653

The application proposal:

The following improvements are proposed:

- a) A permeable surfaced area within the southern end of the existing garden to Ivy House, for the purpose of parking two domestic cars within the site curtilage.
- b) A gated entrance is to be formed in the eastern boundary wall alongside South Street. The entrance would have a pair of hinged wooden gates and an access surface that would bridge the drainage ditch which feeds into the stream running along the west side of Ivy House.
- c) The boundary wall would be made-good with suitable details and materials to ensure that the character and appearance of the wall within the conservation area and the setting of the listed building are not harmed.

Photographs:

Photographs of the application site and its context as affected by the proposals are included in the table below:

	<i>View looking south along South Street, with the boundary wall on the right, and at the far end of the wall is the location for the proposed gated access.</i>

	<i>Closer view of the location for the access, which would be introduced into the section of wall with the obviously modern repair work of stone and brickwork, to the left of the older Chalkstone.</i> <i>A very small part of the chalk would be affected, but just where it merges with the brickwork.</i>
	<i>View looking north towards Ivy House, with the boundary wall in the foreground.</i>
	<i>Elevation of the section of the boundary wall which would be affected by the proposed gated entrance.</i>

	<i>View from within the garden to Ivy House, looking north towards Ivy House and The Square.</i> <i>Note the chalkstone along the rear of the boundary wall in that section of the structure, compared to the more modern brickwork at the rear of the section of wall that would be removed, (see the next photo).</i>
	<i>View, looking east from within the garden towards the section of boundary wall that would be affected, (to the right of the chalk section.)</i> <i>This part of the garden would have a permeable surface for parking two domestic cars.</i> <i>Note the relatively modern brickwork of this section of wall.</i>

Background to the application proposal: (Pre-application consultation)

Mr & Mrs Josephy applied to Wiltshire Council in February 2022 for pre-application advice under ref: ENQ/2021/04562. Comprehensive advice was received from officers which indicated that Conservation and Highways considerations were key as to whether a subsequent formal application would be supported.

The council's highways officer advised the following summary of relevant points:

(please note that I have highlighted key comments made by the council officer **in red type**. These key points are addressed later in this statement).

1. The applicant will need to demonstrate a clear visibility splay of 2.4m x 27m to the nearside carriageway edge. *This should be possible to achieve within the current highway verge with some cutting back of hedgerow.* This should provide a good level of visibility towards the junction and towards the village. The applicant is able to take the splay to 1m out into the carriageway (in the village direction) if necessary.

2. There is a ditch across the site frontage and the applicant will need to ensure that they have land drainage approval for the piping of the ditch to create a crossover. Full details of the piped ditch will need to be provided at full planning stage.

3. The applicant suggests that the parking area provides room for turning, this is not the case, *however, given the nature of the road I am minded to accept vehicles reversing (subject to the visibility being provided).*

4. The crossover will require a Vehicle Crossover Permission which will need to be secured by the applicant before the works commence.

5 The length of drive from the carriageway edge to the wall must be surfaced in a consolidated material (not loose stone or gravel).

Therefore, I am minded to accept the number of vehicles associated with the proposal and will accept vehicles reversing to and from the access. However, the applicant must be able to demonstrate an adequate visibility and a properly designed crossover.

A planning application would need to include details that demonstrate points 1, 2 and 5 are complied with. *Point 4 can be sought separate or subsequent to a planning application.*

I note that the site plan provided indicates that the proposed gate would be inwards opening – *this detail should be confirmed with any planning application.*

Advice and opinion on the conservation aspects of the proposal were set-out by the senior conservation officer as follows: *(please note that I have again highlighted key comments by the officer in red type, and these key points are addressed later in this statement).*

The issues to be considered with the proposals are as follows:

- ***The impact on the curtilage listed boundary wall and its special interest,***
- ***The impact on the setting of the listed building,***
- ***The impact on the setting of neighbouring listed buildings and boundary features,***
- ***The impact on the character and appearance of the Conservation Area.***

The adopted Aldbourne Conservation Area Statement (CAS) notes the change in character of the narrow lanes and links towards the main square with its open character, and the main road; the proposal site opens up onto one of these narrow link lanes. The CAS also emphasises the important contribution of boundary walls to the street scene: as Ivy House is a prominent building on an island, all boundaries form part of the street scene and positively contribute to its character and appearance.

The wall itself is certainly historic, most likely contemporary with the early 18th century house, and is therefore a curtilage listed structure. Punching a new opening within it is a degree of harm to the wall, as it alters the appearance of it and results in a loss of fabric. The section of wall that is highlighted for loss appears to have been rebuilt at some point: The Sarsen stone is not as compact as it should be, appears 'mortar heavy' and has more brickwork within it, which indicates it has required additional support from a regular masonry brick rather than irregular natural stone.

(Author's note: We understand that the section of wall in question was rebuilt in the 1960s).

Unfortunately, the requirement of visibility splays for new entrances are usually highly urban in character (size, materials), introducing hard landscaping into a softer, rural village setting. The resulting visual contrast can therefore cause a degree of harm to the listed structures, their setting and that of the conservation area. This is exacerbated here by the need for a bridge to allow access over a drainage ditch.

The visual impact on the setting of the listed buildings and character and appearance of the Conservation Area is the main cause of concern with these

proposals: without full details of the requirements set out by Highways being illustrated at scale, including surface treatments and how the bridging of the ditch will be tackled, it is not really possible to give a definitive opinion on this element of the proposals. The visibility splay has the potential to cause harm, with no public benefits to outweigh the harm, as the benefits are purely private.

In short, the new opening within the existing wall could be achievable and although there is harm via intervention and loss of fabric, this section of wall could take a change without harming the overall special interest of the structure. Properly drawn proposals for the new gate piers, along with material details will be required to support an application.

It would be interesting (and would provide justification for an application) to understand what alternative options have been considered and are available. For example, has a simple parking bay been considered, that could be on reinforced matting that preserves the appearance of the grass verge, and the charging point located on the wall by the pedestrian gate? This is just a question, not necessarily a preferred option, but it needs to be considered, as it might have less visual, and physical, impact on the constraints of the site.

Highways do state that the requirements for a visibility splay can be achieved within the existing verge and it may be that it only requires the cutting back of greenery – if this is the case, and can be demonstrated, then it may be possible to achieve this without requiring too much change to the status quo, minimising the visual and physical impact. If the applicant would like to take the Highway comments to draw up a scheme of the visibility splay clearly shown, I would provide additional comments, if required.

In response to the pre-application advice relating to both the highways and conservation comments, we can make the following points:

- As acknowledged by both the highways and conservation officers, adequate visibility at the point of access can be provided, mainly due to the generous depth of the grass verge alongside South Street. Mr Josephy provided additional information on the visibility splays and other factors as part of a follow-up e-mail dated 1st December 2023 to Hannah Jones in Highways; Hannah responded on the 4th December 2023

to confirm that she was happy with the proposed access and associated aspects of highway safety.

It is also important to state that since this correspondence with the council, the crown of the Yew tree, (which was the main factor reducing visibility) has since been lifted, in accordance with the Parish Council's successful application for tree work in the Conservation Area, and other rough vegetation has been cut back. This means that the required visibility can now be achieved without any further measures.

- Mr Josephy also provided further clarification in relation to the conservation aspects of the pre-app consultation, by e-mail dated 2nd December 2023 to Pippa Card which is reproduced below:

From: Nick Josephy

Sent: Saturday, December 2, 2023 3:04 PM

To: Card, Pippa

Subject: Pre Planning Application Advice - ENQ /2021/04562 - Ivy House, SN8 2DW

Dear Pippa

Further to the response we received from Wiltshire Council (dated 4th February 2022) to this request for pre-planning advice and my subsequent exchanges with Hannah Jones (copied to you on my latest email today), I am writing in response to some of the other points which you raised and to seek some further guidance.

- *The impact on the curtilage listed boundary wall and its special interest.*
 - *The proposed accessway through the wall would, as you suggest, mainly involve the removal of a relatively modern section of wall rebuilt in brick and sarsen stone some years ago. The amount of the original chalk wall removed would be approximately 1.5 meters. This equates to only 3.2% of the chalk sections of the wall surrounding the garden (47 meters) and 2.1% of the total wall (71 meters). This amounts to a minimal loss of ancient fabric and we would retain the chalk and sarsen stones displaced for use in repairing other sections of the wall in future.*
 - *We have given some thought to the type of gate which would be best suited to the site. To avoid the need to stop on the road to open gates, we think electrically operated ones would be preferable. One alternative would be a conventional swing gate in two parts hung from posts on either side of the entrance and opening inwards. This would require a pier at the termination of the wall on each side, to accommodate the gate posts. The alternative would be a sliding gate, supported by a metal post just behind the wall, freestanding and separate from it. This would have less impact on the historic structure, since it would avoid the need for a substantial pier on each side, so that the wall would terminate without a change in height, as is the case for the existing pedestrian gate at the front of the garden (see attached photograph). In either case we envisage unpainted solid oak gates, which would weather to have the least visual impact on the existing street scene. The two types of gate would have the same external appearance, since the sliding gate would appear to consist of two sections.*
- *The visual impact on the setting of the listed buildings and character and appearance of the Conservation Area*

- *As per my other email to Hannah Jones, the creation of adequate visibility splays would not require any hard landscaping or removal of structures. Depending on the extent of visibility required, it might be necessary to raise the crown of the yew tree next to the road by approximately 2 meters, in agreement with the Parish Council and with approval of the Wiltshire Council Arboricultural Officer. This tree has grown to crowd out the adjacent ash and walnut trees and such work would, in our view, improve the visual appearance of the area, quite apart from its benefit in increasing visibility.*
- *The spanning of the small ditch immediately outside the wall does not require a large structure. We think its visual impact could be minimised by facing either end around the pipe with sarsen stones, to match the appearance of the lower parts of the wall itself. Does this seem a sensible solution?*
- *We have considered whether it would be preferable to create a parking space on the grass verge between the garden wall and the lane. However, at present cars are not parked in the lane and so creating parking there would have a negative visual impact on the street scene. In addition, this area is part of the highway over which Wiltshire Highways has control and therefore we could not create an exclusive parking space there. Given the pressure which already exists on parking in the centre of the village it would inevitably be used by the public in general and so not create a reliable space for charging our electric car. For these reasons we don't think such a parking space is a practical or desirable alternative to the proposed parking within the garden wall.*

*We would appreciate your view on whether developing our plans along these lines would address the concerns which you expressed. We are keen to create off street parking and electric vehicle charging, allowing use of the property to reflect modern living aspirations, as per Core Policy 58 of the Wiltshire Core Strategy, but we do want to do so in a way which maintains the character of the house and the surrounding streetscape.
With thanks for your help*

*Best regards
Nick Josephy
Email: nickjosephy@hotmail.com
Mob: 07990 554076*

In that e-mail we consider that Mr Josephy has provided suitable justification for the proposal in response to the specific points of concern and suggestions raised by Pippa Card. In particular, the specific considerations of removal of a section of the wall, visibility, visual impact of the 'bridge' and the question of using the verge as a parking space, have all been addressed in a pragmatic and convincing manner.

It should also be noted that subsequent to that e-mail correspondence, the development of the design for the entrance and gates has confirmed that a pair of hinged gates supported on a discreet pair of steel posts, (set towards the rear of the wall reveals) would be more appropriate and less intrusive than a sliding gate would be, given the associated framework that would be required with that option which would obscure the view of a section of the retained historic chalk wall from within the garden.

Statutory Legislation and Guidance:

Historic buildings are protected by law and in planning policy. This report is intended to consider the impact that the application proposal would have on the heritage assets, i.e. Ivy House and the immediate part of the Aldbourne Conservation Area.

Within this report there is a justification for the proposal according to the relevant legislation, planning policy and guidance.

The Council requires that a heritage statement is undertaken by a professional qualified in historic building conservation. I have more than 34 years experience in projects involving listed buildings and conservation areas. I am a registered architect and a partner in a Chartered firm of architects. I hold a Masters Degree in The Conservation of Historic Buildings.

The Planning (Listed Buildings and Conservation Areas) Act 1990 is the legislative basis for decision-making on applications that relate to the historic environment. Sections 66 and 72 of the Act impose statutory duties upon local planning authorities which, with regard to listed buildings, require the planning authority to have '*special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses*'.

In considering applications for planning permission, local authorities are also required to consider the policies on the historic environment set out in the National Planning Policy Framework 2024. At the heart of the Framework is 'a presumption in favour of sustainable development' and there are also specific policies relating to the historic environment. The Framework states that heritage assets are 'an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

The Glossary to the National Planning Policy Framework defines a heritage asset as:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

The Framework, in paragraph 207, states that:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets'

importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

A later section of this report – the ‘assessment of significance’ – meets this requirement and is of a sufficient level of detail to understand the potential impact of the proposals.

The Framework also, in paragraph 212, requires 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 (and that ‘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.

The Framework goes on to state at paragraph 213 that:

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.

The Framework requires that local planning authorities categorise harm as either ‘substantial’ or ‘less than substantial’. Where a proposed development will lead to ‘substantial harm to (or total loss of significance of) a designated heritage asset’, the Framework states, in paragraph 214, that:

... local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

Where a development proposal will lead to ‘less than substantial harm’ to the significance of a designated heritage asset, the Framework states, in paragraph 215, that:

...this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Assessment of Significance

The following table sets out what I understand to be the significance of the heritage assets. These have been discussed in terms of Historic England's *Conversation Principles, Policies and Guidance* (2008). A heritage asset can have certain values that are part of its significance; these values are classed as: **Evidential, Historic, Aesthetic and Communal**, which can be briefly explained as follows:

Evidential value: Evidential value derives from the potential of a place to yield evidence about past human activity:

Historical value: Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be *illustrative or associative*:

Aesthetic value: This derives from the ways in which people draw sensory and intellectual stimulation from a place. This can be the result of the conscious *design* of a place, including artistic endeavour. Equally, they can be the seemingly *fortuitous* outcome of the way in which a place has evolved and been used over time:

Communal value: The meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

The values of significance of the application building are briefly evidenced in the statutory list description. The main building has a substantial amount of historical fabric and architectural interest thereby giving it obvious **Evidential & Historical** values.

The architectural character of the early 18th century house, being distinctly country Georgian is an attractive, ordered example of traditional central village properties of status, possibly generated originally from the wealth to be gained from the widespread sheep farming prevalent from that time.. The house is 'handsome' and has obvious **aesthetic** value. The building has strong **Communal** value derived from its contribution to the social and commercial agricultural history of this important village in the context of its Downland setting.

Setting assessment:

Annex 2 of the NPPF defines the setting of a heritage asset as:

'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

The setting assessment is guided by *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Historic England 2015b; revised 2017), which advocates a systematic and five-staged approach to the assessment of the effects of development.

- Step 1 to 'identify which heritage assets and their settings are affected'
- Step 2 requires assessment of 'the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated'
- Step 3 to 'assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it'
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm.
- Step 5: Make and document the decision and monitor outcomes.

Assessment of potential harm to the significance and setting:

The proposed new access/entrance to be created through part of the boundary wall will impact the wall fabric that contributes to the setting of Ivy House and that part of the conservation area.

It is essential therefore that the part of the wall affected is the least historically significant part and that the details and materials to be used are sympathetic and appropriate to both the wall and the character and appearance of other walls and structures in that part of the conservation area.

The submitted plans and photos demonstrate that the selected location for the access/entrance is a particular section which is not original and has clearly been rebuilt at some point in recent history. The materials are quite appropriate being brick and Sarsen, but are very different to the adjacent original section of Chalkstone and Sarsen. For that reason there is justification in limiting the proposed gateway to that more modern section of the wall

and therefore mitigating against harm to the significance and setting of the boundary wall as a whole. This reasoning for the proposed location of the access was acknowledged by Pippa Card in her consultation advice as part of the pre-app submission when she agreed that:

“..... this section of wall could take a change without harming the overall special interest of the structure.”

The current proposal also involves losing less of the chalk wall than had been thought at the time of the pre-app consultation, so Pippa Card should be further reassured as to the impact of the proposed intervention.

We therefore consider that negligible harm to the setting and aspects of significance of Ivy House and the conservation area would be caused by the application proposal. As part of the planning balance, it is important to understand that there would be public benefit to be derived from the proposal due to the resulting reduction in the acknowledged congestion associated with the parking provision in The Square, particularly since the opening of the Forge Café opposite Ivy House.

The Neighbourhood Plan highlights the parking problems within then centre of the village and are the subject of its section 5.9, (*Parking*) policies 25 & 26. The explanation for the need for policies on encouraging better parking provision is as follows:

Explanation

Various issues around vehicle parking have been of local concern for some time. The Parish Council's 'Aldbourn Traffic Plan' of 2013 stated the following about house-related parking in particular:

“Many households now have more cars than parking spaces and the streets and key spaces are becoming quite congested. Parking at the lower end of Oxford Street (west side) is a problem during the day and night because it restricts visibility for vehicles emerging from Lottage Road. Cars speeding down Oxford Street towards this junction exacerbate the problem.”

Since 2013, ever-increasing car ownership, and the use of garages for general domestic storage rather than for cars, has exacerbated the problems of on-street parking. This is particularly true around the village centre as outlined below because so few of the properties in the historic village core have any, or enough, on-plot parking space. But the problems have also worsened in all the main residential areas throughout the village.

While it is not for the Neighbourhood Plan to aim to amend Wiltshire's basic parking standards, the specific circumstances outlined above have led to Policies 25 and 26.

There should therefore be local support for any reasonable proposals which enables there to be more off-road private parking, and also local and national support where that off-road parking increases the provision for electric vehicle charging.

Justification for the Proposals:

I have considered the impacts on the heritage assets and have concluded that there would be negligible harm to the character and setting of the heritage assets. The proposed careful creation of the gateway entrance and the use of traditional appropriate materials, details and gate joinery will ensure that the proposal sits comfortably within its historical context.

The benefit to be derived from accommodating two cars to be parked within the application site, rather than in the limited public parking in The Square will enhance the applicant's amenity and also that of the nearby residents and businesses which require sufficient available public parking for visitors and customers.

Howard Waters *RIBA*

BA; B.Arch; MSc. (Conservation of Historic Buildings)

13th January 2026