

DESIGN & ACCESS STATEMENT

**IN RELATION TO A
HOUSEHOLDER PLANNING APPLICATION
FOR A NEW RESIDENTIAL ACCESS**

**AT:
CHAPEL COTTAGE
CLEVANCY
HILMARTON
CALNE
WILTSHIRE
SN11 8ST**

**APPLICANT:
MESSRS A & T SMITH T/A
THE CLEVANCY FARMING COMPANY**

**PREPARED BY:
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This property is located south-west adjacent to the Clevancy no through road which leads off the road 'Hoppingstones, Hilmarton' that comes off the Highway Common Northeast Past Marsh Farm to Bushton. This Planning Statement has been prepared in support of a householder planning application for a new residential access and associated on-site parking at Chapel Cottage, Clevancy, Hilmarton, Calne, Wiltshire, SN11 8ST.

The application seeks permission to create a safe and policy-compliant access arrangement to serve the existing dwelling, which currently has no formal vehicular access or off-street parking provision. The proposal is modest in scale and is intended to improve highway safety, residential amenity and functionality of the property, and policy compliance.

1. The proposed new residential access is located on the Clevancy Road, a no-through rural lane situated in open countryside. The road currently serves only four further properties beyond this site, is lightly trafficked with very low daily vehicle movements and has no through vehicular movement. Naturally due to the siting of the road, low traffic speeds are adopted by those who use it. Currently, the property has no formal vehicular access or off-street parking provision, requiring parking either informally on the farmyard to the south or on the public highway which becomes a nuisance to passing traffic and can be unsafe.
2. Therefore, at present: there is no formal and dedicated vehicular access point to the property and no off-street parking is available within the residential curtilage, and vehicles associated with the dwelling must park on the roadside. This gives rise to potential highway safety concerns, obstruction of an already narrow rural lane, constriction of passing space for larger vehicles (including emergency services, agricultural vehicles and delivery vans) and potential risk to pedestrians using the lane. While traffic volumes are low, the absence of a residential access to this property and off-street parking comprises highway safety.
3. The applicants therefore wish to install a new residential entrance from the Clevancy no through road and associated modest parking which is in keeping with the majority of the other properties located on this lane. It will allow the applicants, and any visitors, to park on a hardcore/solid surface driveway. This in turn will make Chapel

Cottage safer for all road users, including drivers and pedestrians. The existing surface comprises a mixture of predominantly tarmac and paving slabs, with a small area laid to lawn. The change to a hard surfaced parking area will cause minimal change from the existing.

4. The proposal is modest in scale, the width at 7.73m is typical of residential accesses onto an existing road and the proposed development should be viewed that it is in the context of an existing dwelling that was built at least 200 years ago when present day issues would not have been an issue at the time the property was built i.e., vehicular access and associated parking. At present, Chapel Cottage would not meet the minimum parking standards as set by Wiltshire Council, being two per unit for a dwelling up to four beds, plus one visitor space per five dwellings. The proposal will ensure the property meets these requirements. Standard car parking spaces are 2.4m width x 5m in length– this proposal is 14.01m length x 7.73m width, which is more than adequate for car parking requirements set by Wiltshire Council. The boundary of the property will remain largely intact subject to the proposed opening to a vehicular access. Given the limited scale and domestic nature of the works, the proposal will not detract from the rural character of the area. The design is intentionally simple and in keeping with local area, using appropriate materials to ensure the development integrates into its rural setting.
5. The proposed driveway for the associated parking would extend to approximately 14.09m in length, being the distance from the property boundary to the tarmac to the edge of the highway.
6. Given that the road already serves residential properties, vehicle movements associated with the site are typical of the locality. The level of traffic to and from Chapel Cottage will not increase as a result of the proposed access, as the proposed application is to ensure safety to the occupants of Chapel Cottage and road users. There are no public rights of way which will be affected. Vehicles will be able to enter and exit the property and allow for safe manoeuvring and vehicular access reducing reliance on roadside parking. Pedestrian access arrangements remain unchanged.

7. Paragraph 115 b) of the National Planning Policy Framework specifies that assessments for development should ensure that “*safe and suitable access to the site can be achieved for all users*”. This is currently not the case at Chapel Cottage, and the proposal allows this to happen.
8. Whilst relating to new developments, Core Policy 61 of the Wiltshire Core Strategy 2015 is relevant as it specifies that developments must be “*served by safe access to the highway network*” and “*fit for purpose and safe loading/unloading facilities can be provided*”. Whilst the property is not a new development, this policy emphasises the need for safe vehicular access and unloading space. At present, this is not possible at the property due to the dangerous access and parking on the highway.
9. In conclusion, the proposed access will be far safer than the current situation, allowing the applicants and their visitors to safely access Chapel Cottage and create associated parking, from a quiet rural lane. As outlined above, the works are modest and domestic in nature and there will be limited alteration to the existing frontage, no urbanising features such as engineered kerbing beyond what is necessary for highway safety. It will also lead to less congestion on the lane.
10. The proposed development relates solely to the new residential access and associated parking within the curtilage of the existing dwelling of Chapel Cottage. In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as amended), householder applications are exempt from the statutory Biodiversity Net Gain requirement, and as seen in Appendix 1. In addition, a lot of the surface is tarmac and paved with a small area laid to lawn. BNG is therefore not applicable to this proposal.

APPENDIX 1

