

I refer to the above planning application for the conversion of the garage and store to form a studio for ancillary residential use and the erection of car port and store.

The proposed car port is tucked behind the garage and I am unsure how it will be accessed by vehicles. Is it proposed to access through the main entrance and drive between the boundary fence and garage to the car port or to access through the gate at the corner of the site. There does not seem to be adequate space to drive between the fence and the garage due to the foliage and I am unsure if a vehicle will be able to access through the gates on the corner, turn, park and exit with the open gates protruding into the space.

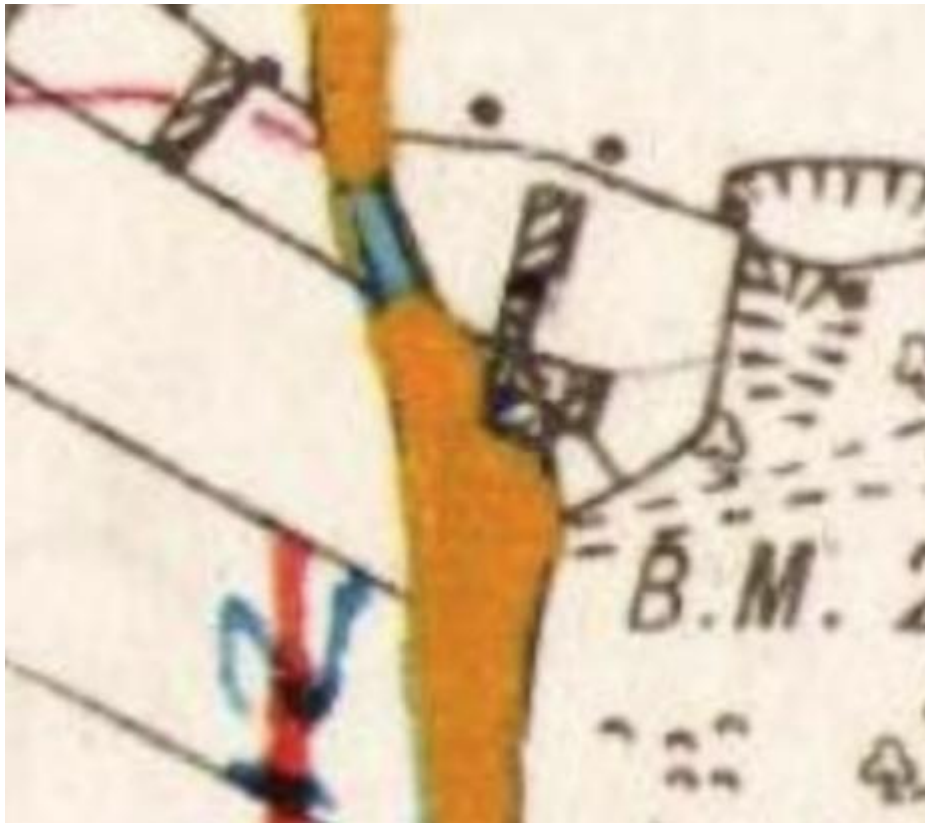
Notwithstanding the above, I have been making investigations with regards to the extent of the public highway at this location.

Our current highway layer is as below:

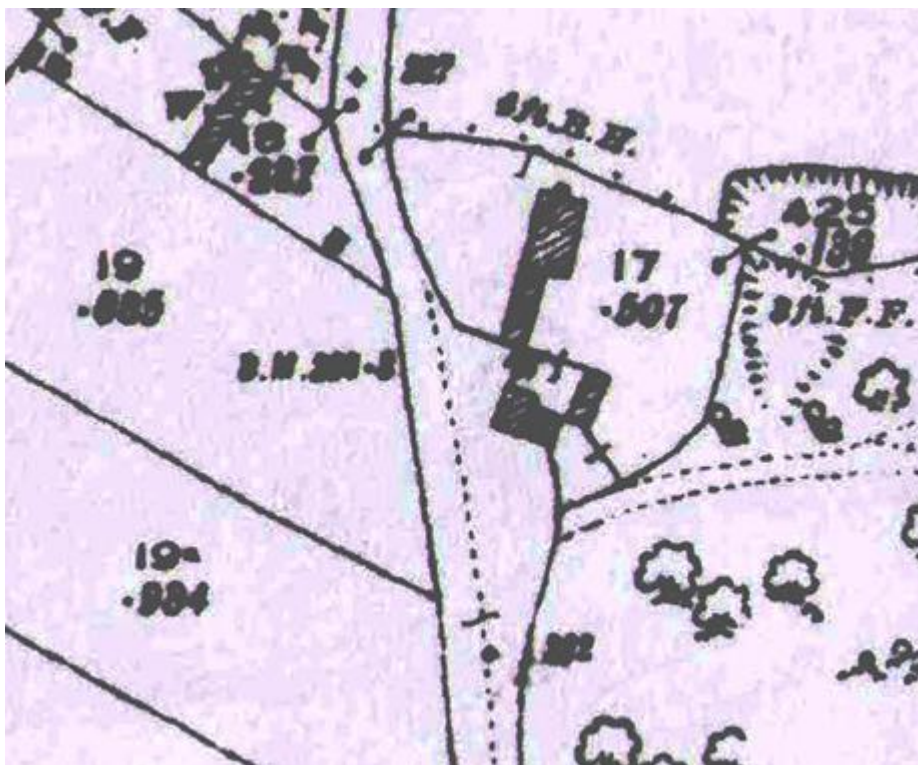


As you can see, the extent of the public highway extends way into the red line of the site and within the existing boundary fence of the property. I queried this with our highway records team and they have confirmed that the highway layer is correct and have compared to old maps as below:

Small-scale



County-series



Therefore the proposed extension is fully within the area marked as public highway and the proposed car port extends into the public highway area.

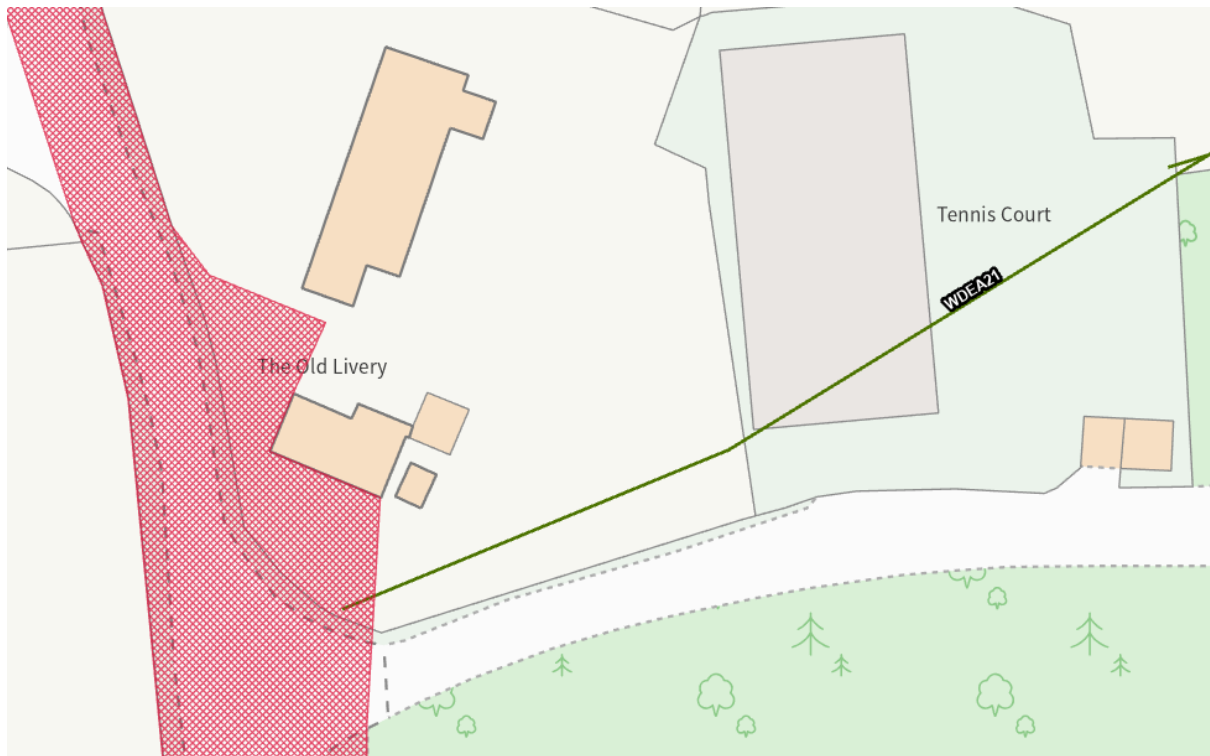
As this application stands, I raise an objection to the proposal as this will be an obstruction on the existing public highway.

It may be possible for this area to be stopped up as public highway to correct this apparent anomaly.

The most appropriate route for this would be under Section 247 of the Town and Country Planning Act where the stopping up takes place following the granting of permission.

If the applicant agrees to this process, I would recommend a planning condition that requests the stopping up takes places within a certain time.

I am aware that the Rights of Way team have also been consulted, and I am sure they will confirm the situation, however, it also looks as though the route of Bridleway WDEA21 also runs through the site, please see snip below and will be affected by the proposed car port.



Best regards

Claire Covill

Highway Development Control Engineer (Level 2)

Sustainable Transport

Wiltshire Council