

Thursday 26th October 2023

Dear Sirs

RE: DROPPED KERB TO FACILITATE VEHICULAR ACCESS TO 4 PARK STREET, FAIRFORD, GL7 4JJ

INTRODUCTION

This proposal seeks permission to construct a dropped kerb to facilitate vehicular access to No.4 Park Street, Fairford.

The property benefits from an existing off-street parking area.

After over twenty-five years of unencumbered use, the property owner was recently contacted by GCC Highways who have requested that the access to the property's parking area be regularised through the construction of a dropped kerb.

This application seeks planning permission for the provision of a dropped kerb to serve the dwelling's existing parking area.



No.4 Park Street with parking area

SITE DESCRIPTION

This proposal relates to an end-terrace property constructed of Cotswold stone. The property has an existing off-street parking space on its western elevation and a garden behind. The property is Grade II Listed and is situated within the Conservation Area.

PROPOSED DEVELOPMENT

This proposal seeks permission from the Local Authority for the construction of a dropped kerb in the adjacent highway as per the separately submitted plans.

PLANNING POLICY CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

The starting point for the determination of this application is therefore the current development plan for the District which is the adopted Cotswold District Local Plan 2011-2031. The policies and guidance within the National Planning Policy Framework (NPPF) are also a material planning consideration.

(a) Built Natural and Historic Environment

Policy EN1 states that new development will protect the historic environment through ensuring the protection and enhancement of existing historic assets and ensuring that design standards complement the character of the area.

The proposed dropped kerb will be located within the public footway approximately 3m from the southernmost extent of the Listed Building. Operational development is limited to a dropping of the kerb with no part of the proposal affecting the fabric of the Listed Building. Further to this, this part of Park Street is predominantly residential for which dropped kerbs are a common feature in the street scene.

There will therefore be no impact upon the historic fabric of the Listed Building, and no visually discernible change to the setting of the building.

Accordingly the proposal is acceptable in heritage terms.

(b) Design and Impact on Character and Appearance of Dwelling

Policy EN2 states that development will be permitted which accords with the Cotswold Design Code (Appendix D). In particular, proposals should be of a design quality that respects the character and distinctive appearance of the locality.

Section 12 of the NPPF also seeks to achieve well-designed places, and considers good design to be a key aspect of sustainable development. In particular, paragraph 130 states that planning decisions should ensure that developments will function well and add to the overall quality of an area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

The proposed dropped kerb would be situated within the Settlement Boundary, in a residential area and in a locality where dropped kerbs and vehicular accesses over the footway are a common feature. Accordingly it would not look out of place in this setting and would not be considered an ‘unexpected occurrence.’

Overall, it is considered the dropped kerb will be compliant with local plan EN2 and NPPF Section 12.

(c) Residential Amenity

Policy EN2 also refers to the design code (Appendix D) which sets out policy with regard to residential amenity. This expects development to respect the amenity of dwellings, giving due consideration to issues of garden space, privacy, daylight and overbearing effect.

Section 12 of the NPPF explains that planning decisions should ensure that development creates places that are safe, inclusive and accessible, with a high standard of amenity for existing and future users

In relation to the nature of the proposed development relative to the host and neighbouring dwellings, the development is not considered to detrimentally impinge on the residential amenities of the area in regards loss of privacy, or loss of light, overbearing or overshadowing impacts, noise pollution (including light), odours or vibration.

Consequently the proposed development is considered to accord with the objectives of Cotswold District Local Plan Policy EN2 and the residential amenity considerations contained in section 12 of the NPPF.

(d) Highways Safety

Local Plan Policy INF4 "Highway Safety" states that development will be permitted that provides safe and suitable access and has regard, where appropriate to the Manual for Gloucester Streets.

Local Plan Policy INF5 "Parking Provision" states that development will provide residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network.

Section 9 of the NPPF advocates sustainable transport, including safe and suitable accesses to all sites for all people. However, it also makes it clear that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network are severe.

The location of the proposed development is in a residential setting largely unaffected by congestion. The wide nature of the existing footway will also mean that the dropped element extending by 1.2m from the kerb edge will still leave 3.0m of level footway closest to the foot of the building. Accordingly levels in the main pedestrian thoroughfare will not change.

Park Street is also wide and straight with a posted speed limit of 30mph which will require visibility splays of 43m in each direction. The submitted plan PS 1-4 shows that from an X-distance of 2.4m, Y values extend to 113m and 109m rendering the access with excellent visibility in both directions. Furthermore there are little to no obstacles obstructing views of the highway, allowing for safe entry and exit from the existing parking area. Internally the parking area is of a sufficient size to accommodate the turning of a vehicle allowing vehicles to access and leave the parking area in forward gear.

Furthermore it is relevant that the access has been used for over 25 years. The 'crash map' extract in figure 2 below shows all accident types in this locale since 2000, and shows no registered accidents, of any type, casualty or vehicle having occurred on Park Street.

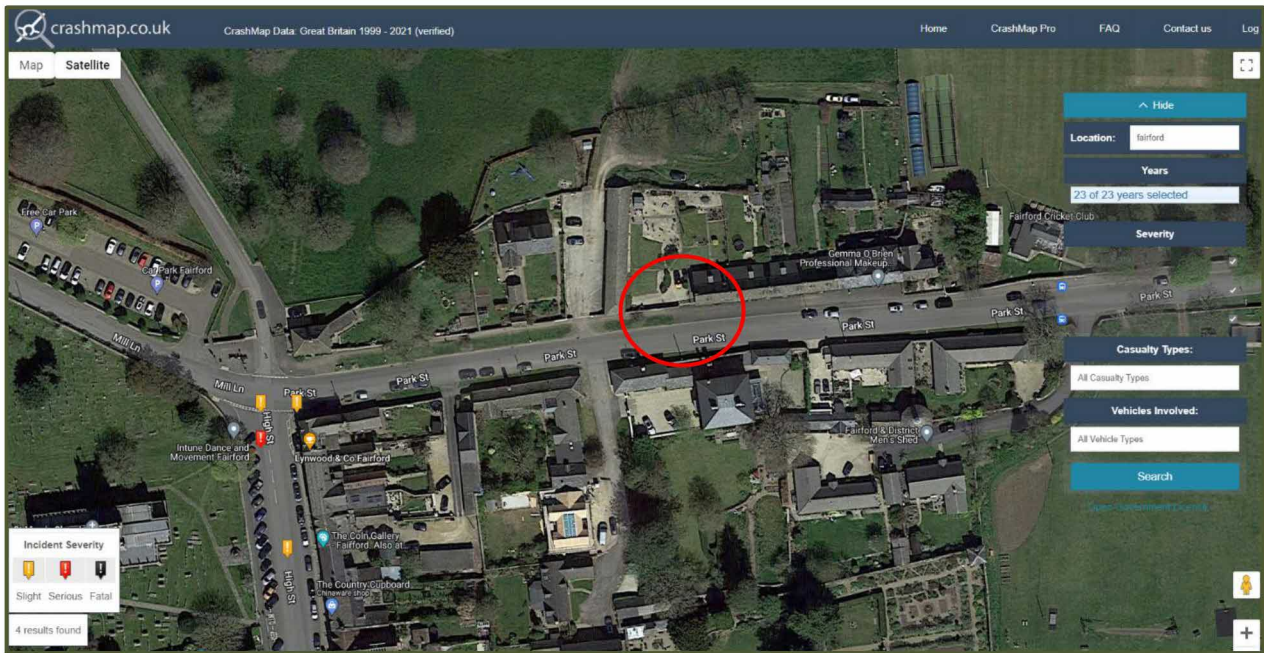


Figure 2 – Crash Map data (2000 – 2023)

Accordingly it can be considered that there be no harmful impact upon highway safety as a result of the development and it is therefore in accordance with Local Plan Policy INF4 as well as section 9 of the NPPF.

CONCLUSION

Overall it is considered that the development is in accordance with established policies and guidance and therefore it is respectfully requested that permission be granted for the proposed development without undue delay.

Yours faithfully,



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For Wreyland Rural Planning