

Heritage Statement relating to Planning application 23/00450/FULL

Proposed change of use of the grass verge in The Lane, adjacent to no 6, The Rosery PO12 2DE

Background to the area

The Lane is a single track highway and designated cycle way within the Anglesey Conservation Area (designated in 1975). There is only pedestrian and cycle access at the southern end of The Lane onto the former railway line, so vehicles enter and exit The Lane from the northern end onto St Marks Road. There are no pavements or road markings, so The Lane retains a feel of being a country lane.

The Lane originally provided access to the stable buildings and rear of the properties in Crescent Road. Since the 1950's, the nature of The Lane has changed considerably. Initially Rosery Cottage and Cedar Cottage were converted from stable buildings (associated with the houses in Crescent Road) into independent residential units and then garages were built at the bottom of other gardens. The Ambleside maisonettes at the northern end of The Lane were built in the 1960's and when The Rosery development was added in the 1970's the country hedge that ran down the length of The Lane was removed. Since then, other local developments in Boldens Road, Bramley Gardens and Anglesey Arms Road have all increased the use of The Lane as a short cut for dog walkers and cyclists to get to the railway line.

According to Planning Permissions for The Rosery Development 77/13506/PA & 77/13507/PA in 1978, the verge in question was intended to be landscaped to create spatial separation between The Rosery and The Lane, however the area has never been planted but just left as a grass verge. In order for vehicles to pass cars that are currently parked on the highway, the grass verge is often reduced to mud, as shown in image 1. The verge is not deemed to be part of the curtilage for No. 6 The Rosery (the current owners of the land) and there is a tall boundary wall between the verge and the property, so creating two parking spaces would not be detrimental to this property.

Nearby heritage sites

The nearest heritage sites within the Anglesey Conservation Area, are the boundary wall of St Marks Church Cemetery which is approx. 35m from the proposed parking site, and the terrace of houses that make up The Crescent which are Grade 2* listed. Whilst there are other listed properties within the Conservation Area, the proposed parking would not have any impact on these. The red brick detached properties on Crescent Road that are parallel to The Lane are not listed.

The Proposal

The application is to convert the grass verge 12m x 2.8 m into parking spaces for 2 cars. These spaces will be specifically allocated to Rosery Cottage and Cedar Cottage which are opposite. The proposal is to create a hard standing with pavers to delineate the parking area from the highway. The pavers will match those within The Rosery development (18 cm x 8.5cm grey pavers). Suitable shrubs will be planted at the southern end of the plot to enhance the space and partially hide the view of the cars as pedestrians approach from the railway line. There is already planting on the northern boundary which belongs to No 1 The Rosery.

This proposal has been discussed with the owners of No 1 and No 6 The Rosery who have no objections.



Proposed parking space for 2 cars



Residents currently park in the highway disrupting sightlines down The Lane



Grey pavers in The Rosery to be matched for proposed parking area.

Within the proposed plot of 12m x 2.8m there is a small section (approx. 3.2m x 0.6m) that is Adopted Highway. SSEN (Scottish and Southern Electricity Networks) who have an easement over this section (HP144699) have confirmed in writing that they have no cables under this area and that hard landscaping would have no detrimental effect from their perspective.

Summary

The creation of two designated parking spaces (1 each for Rosery Cottage and Cedar Cottage) would mean that the residents no longer need to park on the highway, which would **positively contribute to the character of the conservation area**, taking vehicles out of sightlines for pedestrians and cyclists and allowing a free flow of movement along The Lane.