

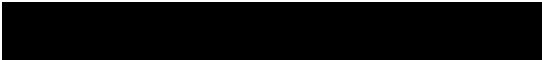
# Heritage/Design & Access Statement

For

Proposed Vehicular Access & Car Parking for

3, 4 & 5 The Green, Uley, GL11 5SN

February 2024



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## **Introduction**

This planning application seeks to gain consent for the provision of an altered vehicular access from the highway to provide access to new off-street parking for three existing properties together with associated small scale landscaping works.

## **Assessment of surrounding land and features**

The three properties are located in the village of Uley to the north of St Gile's Church & The Rectory. To the west of the proposed site lies Uley Bury Hillfort and to the east residential properties on the east side of The Green. To the south and south west are the properties known as 3 & 4 The Green.

## **Visual Impact of the Site**

Due to minor nature of the alterations that will be required to the existing access the visual impact of the works will be negligible when viewed from the public realm. The visual impact on the Rectory that the existing driveway provides access to will also be minimal as the alterations are very minor and some distance from the Rectory itself.

The Applicants have consulted with the owners of the Rectory prior to submitting this planning application.

## **Evaluation**

The main factors that need to be considered in the development of this site are as follows: -

- The site's location with-in the Uley Conservation Area
- The proximity of a number of Listed Buildings to the property
- The potential impact on ecology habitat (see PEA)
- The potential impact on arboriculture (see Arboricultural Report)
- Highway safety (see Highway Statement)

## **Access**

The existing vehicular access will be marginally increased in width to allow safe passing of vehicles and avoid vehicles having to reverse back out onto the highway.

## **Parking**

The proposed parking for the three properties will be located to rear of no. 3 & 4 The Green and constructed from a free draining material with a low-level post and wire fence enclosing the area.

## **Design**

The proposals design has been carefully considered to respect the Conservation Area and the Listed properties in close proximity.

## **Layout**

The proposed layout has been carefully considered and reflects our client needs. The proposed location of the parking area is also positioned in a discrete location where it will not be visible from the public realm, so the impact on the Conservation Area and the Listed properties in close proximity will be minimal.

## **Landscaping**

No additional soft landscaping is proposed as part of the works, however a low-level timber fence line is proposed to delineate the edge of the new access path and parking area

## **Statement of Justification for the Works**

Our client's properties currently have no off-street parking, so their cars are parked wherever they can find a space close to their properties. These works will provide much needed off-street for 3 properties and also the opportunity to provide vehicle charging points in the future, which would not be viable with on-street parking. These works should not only reduce on street parking in the area, but also have the potential to improve the sustainability credentials of the 3 properties.

## **Guidance**

Paragraph 194 of the National Planning Policy Framework requires an applicant to "*... describe the significance of any heritage assets affected, including any contribution made to their setting*" It also continues requiring that the level of details should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact.

## **Conclusion**

Taking into consideration the above it is our opinion that the proposed works will lead to less than substantial harm to the Conservation Area. Therefore, when assessing the proposals paragraph 194 of the NPPF, the following needs to be considered: -

Paragraph 202 of the NPPF talks about *where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.*