



OLDFIELD DESIGN

PLANNING AND ARCHITECTURAL CONSULTANTS

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Planning and Development Services
Municipal Buildings,
Glossop,
Derbyshire.
SK13 8AF

Proposed Alterations and Extension to Dwellings at 85 and 87 Green Lane, Buxton

ACCESS AND PARKING STATEMENT

Existing Property

The applications relate to No.s 85 and 87 Green Lane Buxton. The two cottages sit detached from Green Lane, behind the detached and semi-detached houses which front directly onto Green Lane. Vehicular access to the cottages can be made via an access lane which is jointly owned by the inhabitants of no.s 91, 93, 95, 97 and 99 Green Lane and over which exists a legal right of access. This lane leads from the two cottages, north-east and between no. s83 and 91, onto Green Lane. There is currently no vehicular access into the curtilage of either No. 85 or No. 87, and it is assumed that this has never existed.

Pedestrian access to the site can be made either via the access lane, or via a footpath from the public car park to the west of the cottages. Pedestrian gateways providing access to the curtilage of each dwelling exist at either side of the north-western gable of no. 85, with the eastern gateway giving access to the curtilage of no. 85, and the western gate giving access to no. 87.

Proposed Development

It is not proposed as part of these proposals to make any alteration to the existing access arrangements at these properties. Vehicular access to the curtilage does not currently exist at either property and it is considered that to create such access, and to provide vehicular parking/turning space within the curtilage of the cottages would be difficult on a practical level, and would be harmful to the appearance of the Grade II Listed cottages, and their setting in the conservation area.

The only possible entry point for vehicular access to no. 87 would be directly past the north-west gable of no. 85. The physical width available between the gable of the cottage and the boundary of the applicant's land ownership would make driving a car impossible without

removal of a significant portion of the boundary wall, and even then would be very restrictive. Once within the curtilage of the dwelling, parking and turning space would have to be provided to the east or south of the cottage, resulting in hard landscaping almost the entire curtilage of the dwelling. This would have a considerable negative impact upon the cottage and its setting.

In terms of no 85, gaining access to the site with a vehicle would be easier, as the whole of the northern boundary wall of the cottage borders the access lane. However, again, the only possible location for parking and turning space within the curtilage would be directly in front of the cottage, as the curtilage to the side and rear of the cottage is not big enough. Parking and hard landscaping in this area would be harmful to the cottage.

In both cases, providing vehicular access to the curtilage of the cottages would result in the disruption and loss of part of the existing limestone boundary walls. These walls are specifically mentioned in the title of the Listing Entries and there is both photographic and mapping evidence in the submitted Heritage Statement which shows these boundary walls have existed in their current form since at least the middle of the 19th Century.

The planning authority's conservation officer has previously advised that any disruption to the boundary walls would require strong justification, and it is with that advice in mind, and given the harm hard landscaping and parking in front of both cottage would have upon the buildings and their setting, that we do not proposed to provide on site parking for these properties which have never had the benefit of parking space within their curtilage in the past.