

**Application Ref: NP/12/0148**

<b>Application Type</b>	Full
<b>Grid Ref:</b>	SM80880591
<b>Applicant</b>	Mr & Mrs J Dixon
<b>Agent</b>	Ms C Deacon, Ty Twt Conservation
<b>Proposal</b>	Creation of driveway to form vehicular and level access to dwelling
<b>Site Location</b>	157, Castle Way, Dale, Haverfordwest, Pembrokeshire, SA62 3RN
<b>Case Officer</b>	Richard James

**Summary**

This is a householder application for a new vehicular access, parking and turning provision and re-siting an oil tank underground at 157 Castle Way, in Dale. This application has been brought before the committee as the views of the Authority conflict with those of the Community Council. The proposed development is considered to cause an unacceptable detrimental impact upon the existing levels of highway and public safety and accessibility, with concerns also existing over the provision of parking and turning areas and visibility splays. The application is therefore considered to conflict with the policies of the LDP as such, is recommended for refusal.

**Consultee Response**

**Dale Community Council:** Recommend approval as the proposal is visually in-keeping with the area, not over sized development, not likely to interfere with neighbouring properties, strongly support any steps to move traffic off the carriageway, but the pathway needs to permit easy use by disabled pedestrians/wheelchairs etc.

**PCC - Transportation & Environment:** Recommend refusal as the proposal will cause unacceptable dangers to highway users as well as to pedestrians on the upper footpath, lack of detail with regard to location of pipes and cables. Concerns over available parking and turning provision exist with the level of visibility on the borderline of acceptability.

**Public Response**

7 letters of objection have been received, raising the following concerns:

- The pathway gradient is too steep and dangerous, it would fail guidelines for access ramps and cross fall.
- The access is too steep and dangerous with poor visibility.
- The location of the oil tank is <20m from the highway, failing guidelines, there is a risk of land contamination.
- Utility cables/pipes run along the pathway and no information on how these will be dealt with is available.
- Cars parked on the top of the drive would not be visually attractive.

- There is a lack of detail on the plans.
- Other examples of driveways are not in the same context of this type of dwelling.
- Excavation required would cause land movement to neighbouring land. Could set a precedent which would exacerbate land instability.
- Plans are inaccurate, there is no existing garage.
- Plans state the minimum gradients, not maximum.
- The applicant has no right to alter the existing path due to existing easement, doubt over ownership of verge.

### **Policies considered**

LDP Policy 01 - National Park Purposes and Duty  
LDP Policy 06 - Rural Centres  
LDP Policy 08 - Special Qualities  
LDP Policy 15 - Conservation of the Pembrokeshire Coast National Park  
LDP Policy 29 - Sustainable Design  
LDP Policy 30 - Amenity  
LDP Policy 32 - Surface Water Drainage  
LDP Policy 52 - Sustainable Transport  
LDP Policy 53 - Impacts on traffic  
PPW4 Chapter 04 - Planning for Sustainability  
PPW4 Chapter 06 - Conserving the Historic Environment  
SPG03 - Sustainable Design  
SPG08 - Validation of Planning Applications  
SPG10 - Parking  
TAN 12 - Design  
TAN 18 - Transport

### **Officer's Appraisal**

#### **Background**

157 Castle Way is a 2 storey semi-detached dwelling set back in an elevated position to the North from Castle Way, in Dale. It forms part of a group of semi detached properties of uniform appearance. It has a front and rear garden, the front garden drops to a lower level, and then to the road level to the South. A pathway runs across the front of the properties along this section of Castle Way, above road level. This front banking is contained by a stone wall.

#### **History**

There is no relevant planning history on site.

#### **Constraints**

Historic Landscape

## **Current Proposal**

This is a householder application for a new vehicular access and parking/turning area to the front of the property. Due to the rising land profile, works include excavation, retaining walls and modifying the existing pathway that runs along the frontage. The proposal also involves burying an oil tank under the front parking/turning area.

## **Key Issues**

The application raises the following planning matters:-

- The impact upon the existing character of the site and surrounding residential area.
- The impact upon the existing levels of road safety and amenity.
- Other material considerations.

The existing frontage of this group of dwellings comprises front garden areas with sloping grass banks down to the roadside. The proposal will deviate from this by constructing a vehicular access and front parking area on the raised garden area. Retaining walls will run along each side of the access lane and along the front of the new car parking area. These will be stone faced. The existing path will be modified, dropping in level and narrowing in width to tie in with the access lane. Grass banking and additional planting is proposed either side of the access lane.

### The impact upon the existing character of the site and surrounding residential area.

Whilst deviating from the existing character of the immediate street frontage, the proposal is not considered to cause a significant detrimental impact upon the aesthetics of the street scene. In order to ensure a suitable level of finish, conditions to control the stone walling and landscaping, in addition to surfacing can be attached to the decision notice should approval be given.

### The impact upon the existing levels of road safety and public amenity

Whilst considered acceptable on visual grounds, the proposal raises concerns with regard to practicality, highway safety and general public amenity. PCC Highways and Construction Department has objected to the proposal, highlighting that there will be a severe risk of grounding of vehicles when entering/leaving the site and when driving over the modified pathway. The steep gradient would also create a faster approach down to the road, which would be made more dangerous during icy weather, causing danger to pedestrians and road users.

Driveways to houses are usually no steeper than a 1 in 8 gradient and mostly with a slacker gradient at the junction. The proposed gradients, whilst meeting this requirement, state the values as a minimum on the plans, therefore providing scope for steeper, unacceptable gradient levels to be constructed if

approved. The proposed gradient either side of the driveway for the path is also stated at a minimum of 1 in 8, which is greater than the normal 1 in 12 requirement for wheelchair ramps. This raises concerns over accessibility for the disabled and wheelchair users.

Furthermore there are concerns over the degree of parking/turning provision in the front garden area, with no details on how cars would be arranged when parked or how they would enter/leave the site, as space is limited. If vehicles have to reverse out onto the road then the dangers highlighted above are exacerbated.

The Highways and Construction Department has also raised concerns over the level of visibility when leaving the site onto the road, as it does not meet guidance contained in TAN18.

The proposal is therefore considered to cause an unacceptable detrimental impact upon the existing levels of road and pathway safety and public accessibility.

#### Other material considerations

A number of concerns have been raised by neighbouring properties, some of which have been addressed above, however those outstanding issues which require further clarification comprise concerns over land contamination, land instability, utility cables and piping and rights to alteration of the path/ownership of land.

With regard to contamination from the oil tank, it is considered necessary, should approval be given, to require further details with regard to the tank, bunding arrangements and other protection measures for the surrounding land, in order to properly assess this aspect of the proposal.

It has been suggested that utility cabling/piping runs across the frontage of the dwelling, which the development would impact upon. At the time of writing this report your officer has yet to clarify this, an update will be provided at the committee meeting. If found to be correct, impacting upon utility cabling/piping could form a valid reason for refusal, as no information has been provided on how to deal with this constraint within the application.

Land instability and the suitability of retaining walls would not form a planning concern; this is normally something that would be covered under a Building Regulations application for the development. Issues over land ownership/easements/covenants also lie outside of planning considerations.

#### **Conclusion**

The proposed development is considered to cause an unacceptable detrimental impact upon the existing levels of highway and public safety and accessibility, with concerns also existing over the provision of parking and

turning areas and visibility splays. As such, the application is considered to conflict with the policies of the LDP.

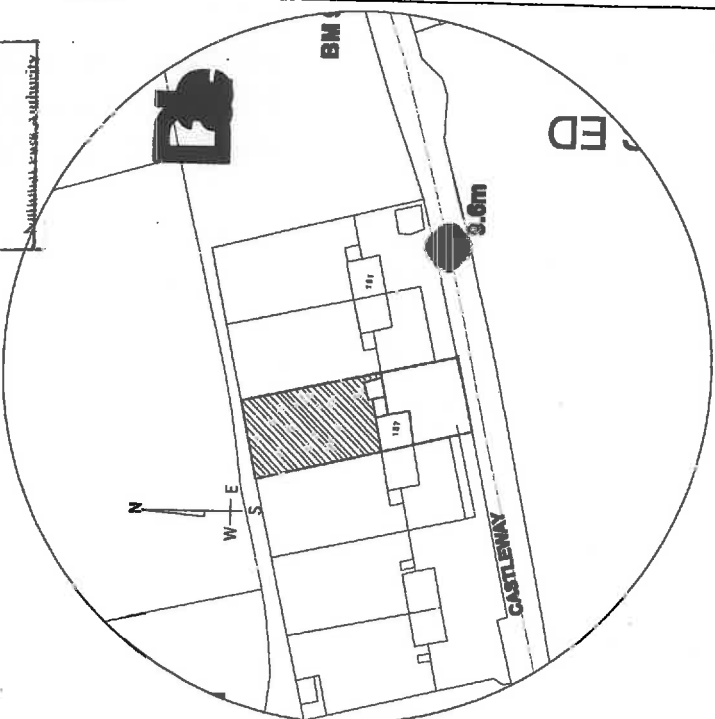
**Recommendation**

Refuse.

**Reasons**

The proposed development, by virtue of its detailed design would cause an unacceptable danger to highway users as well as to pedestrians on the upper footpath. It would also reduce the accessibility of the existing pathway for the disabled and wheelchair users. The proposal is therefore contrary to Pembrokeshire Coast National Park Development Plan (adopted September, 2010), Policy 29 Sustainable Design (d), 52 Sustainable Transport (c and d) and 53 Impacts of Traffic (c).

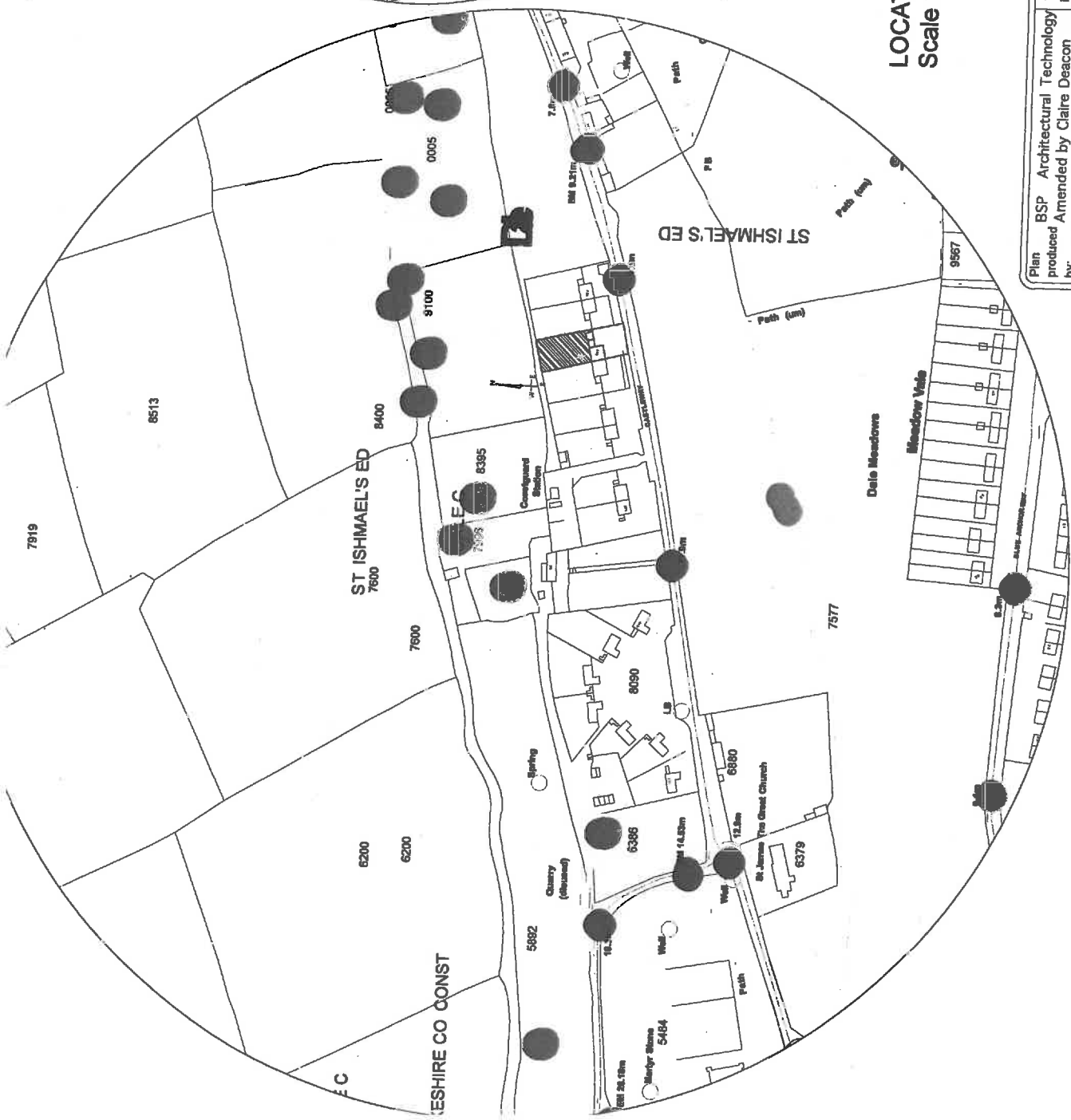
Pembroke-hire Const  
 12 MAR 2012



**SITE PLAN**  
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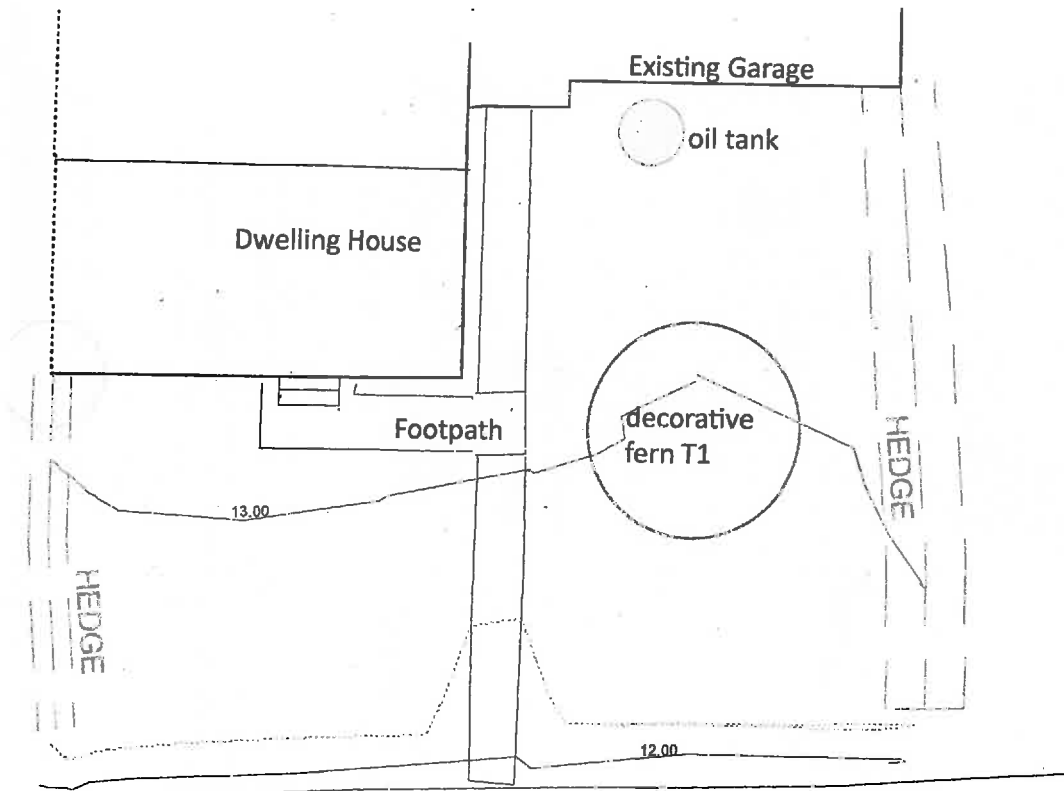
**LOCATION PLAN**  
 Scale 1:2500

W 12 1 48



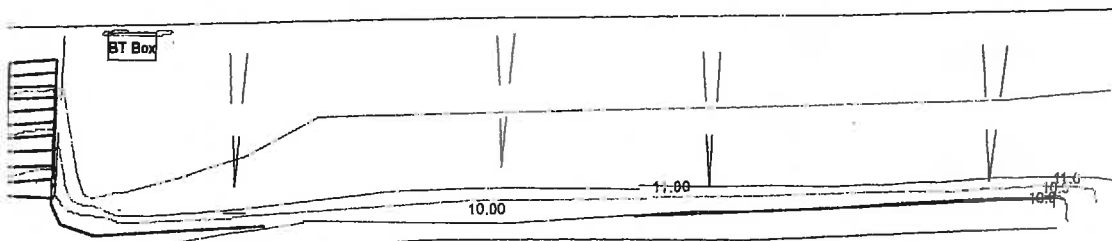
Plan BSP Architectural Technology produced Amended by Claire Deacon by:	Tel: 01646 601556 brentapam@hotmail.co.uk	Drawing No: 1/00	Date: January 2011	Scale: as shown	Revised: 6th February 2012
Project: CREATION OF DRIVEWAY 157 CASTLE WAY DALE MILFORD HAVEN			Drawing Title: LOCATION PLANS		
			Owner: Mr & Mrs J Dixon		

**157 Castle Way, Dale  
Proposed Driveway  
Plan & S Elevation 1:100**



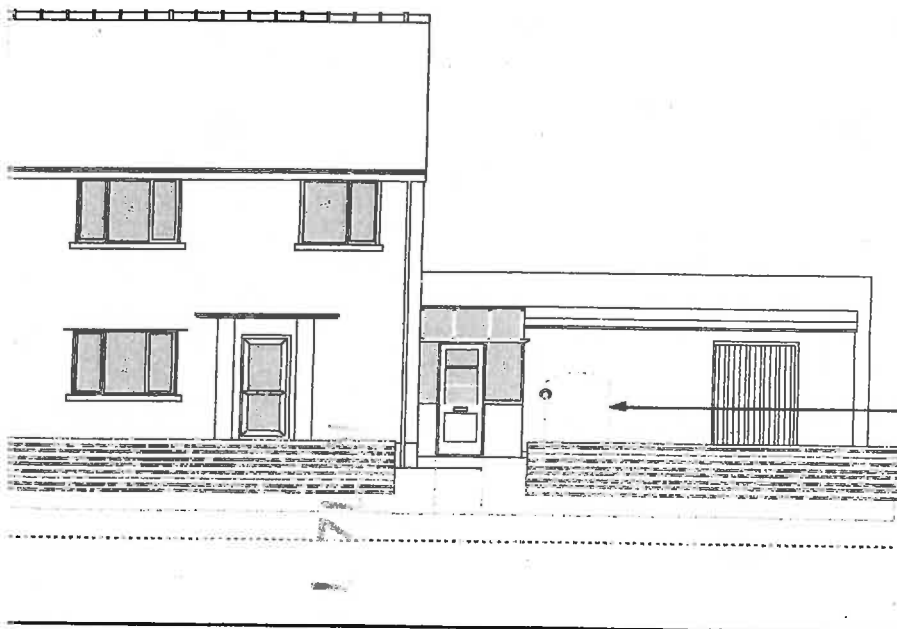
PAVEMENT

PAVEMENT



ROAD

ROAD



oil tank

1960s fencing

grass banking

stone bank

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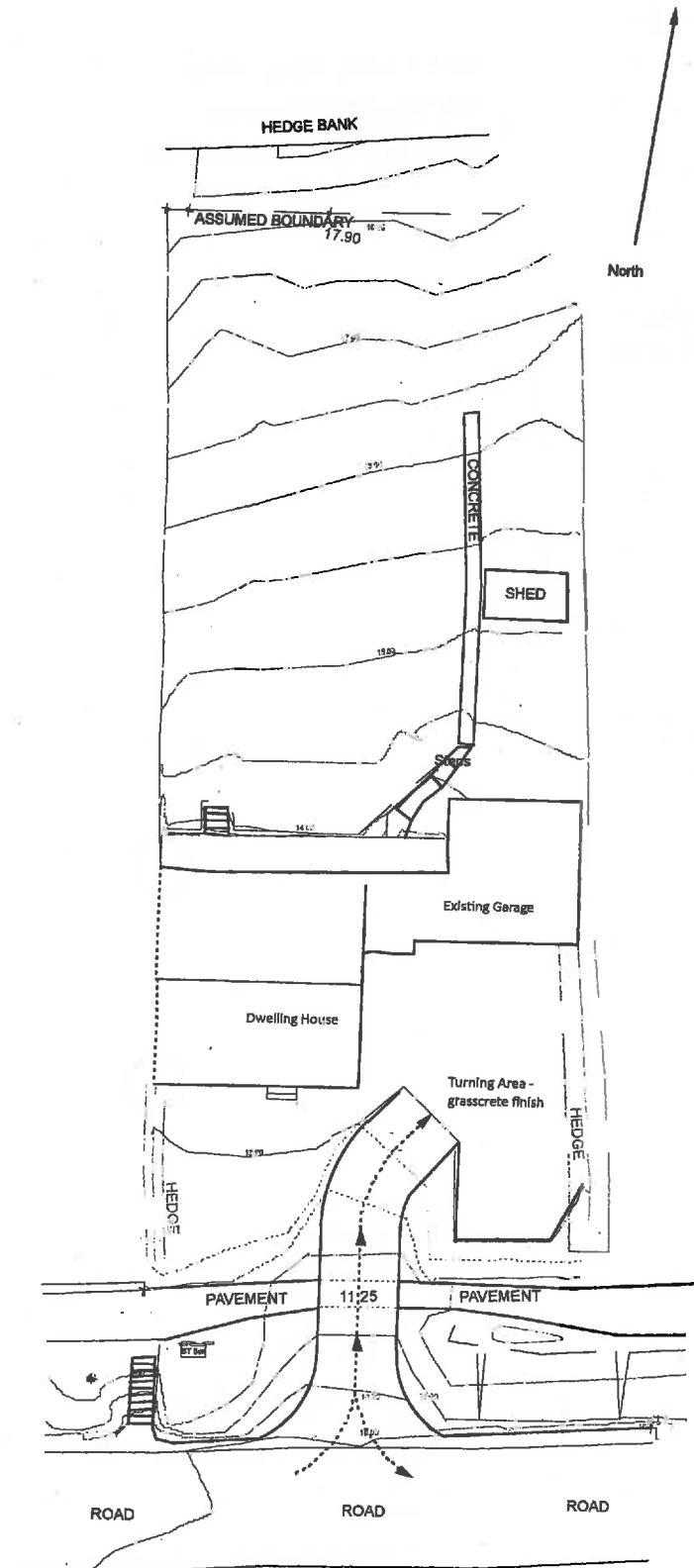
**Project:** 157 Castle Way, Dale, Pembrokeshire,  
**Client:** Mr & Mrs J Dixon  
**Scale:** 1:100  
**Drawing:** 00/02 Existing Driveway  
Plan & South Elevation

Pembrokeshire Council  
12 MAR 2012  
National Park Authority

SOUTH ELEVATION

148

**157 Castle Way, Dale**  
**Whole Site**  
**Proposed Driveway - Plan & S Elevation**  
**1:200**

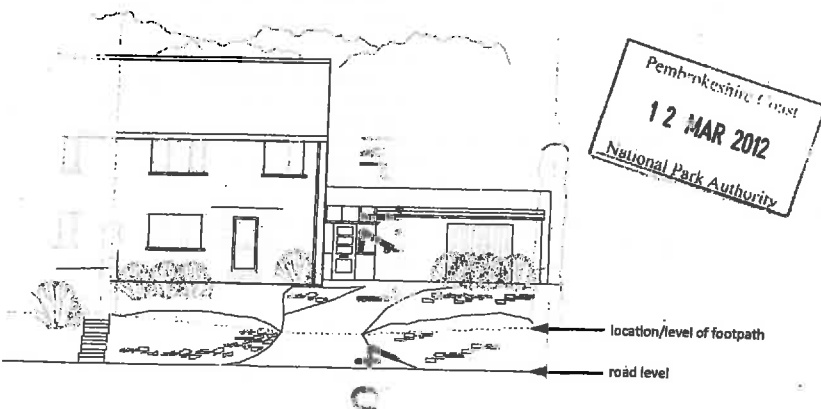


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**Project:** 157 Castle Way, Dale, Pembrokeshire,  
**Client:** Mr & Mrs J Dixon  
**Scale:** 1:200  
**Drawing:** 01/01 Proposed Driveway, Plan

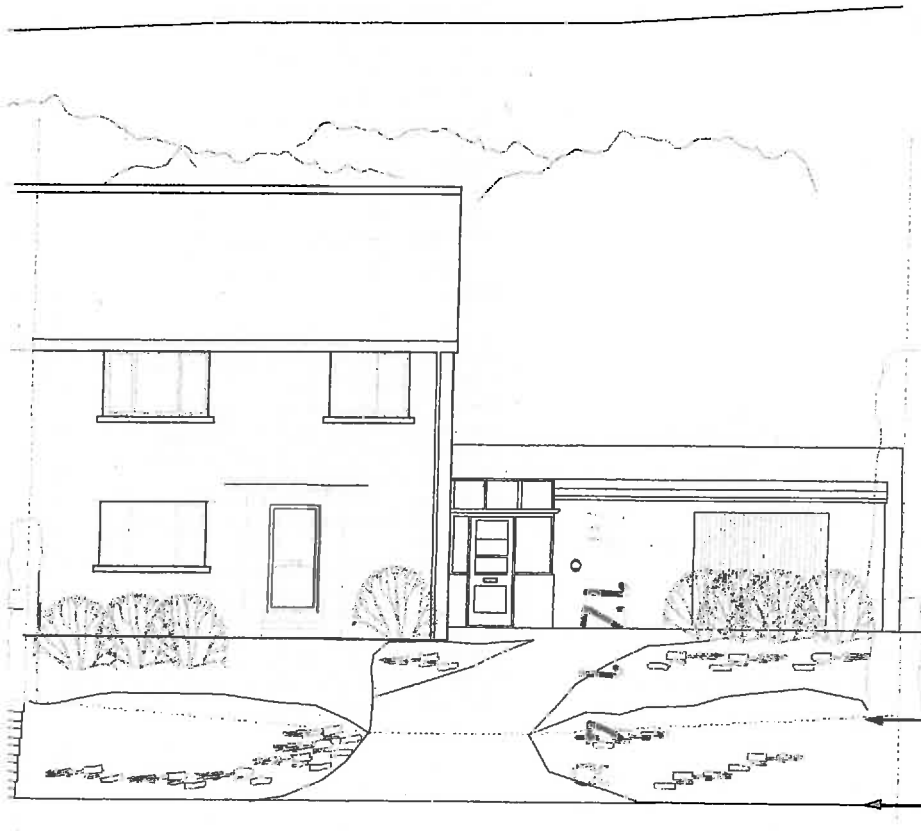
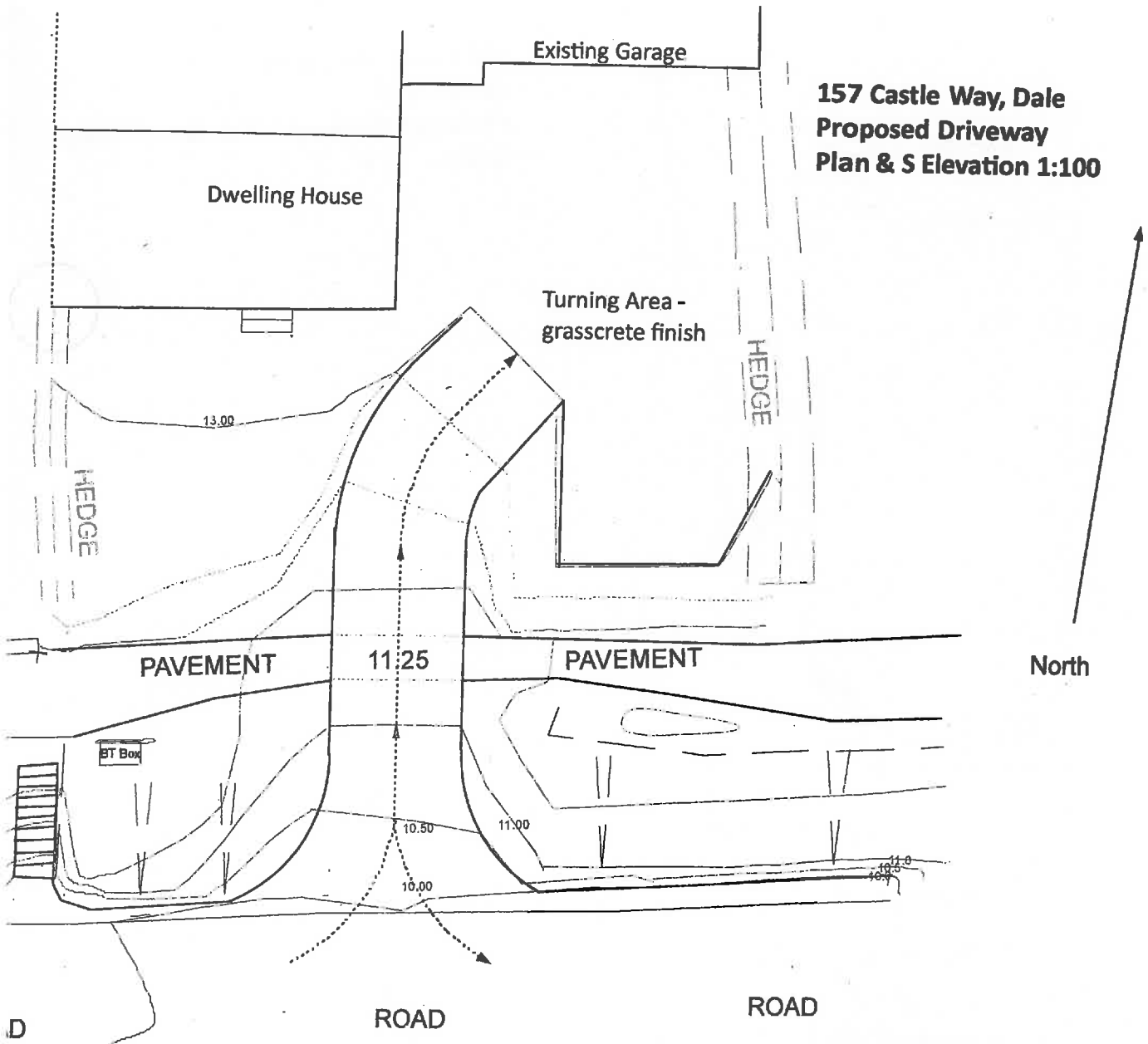
**Notes:**

- (a) creation of new driveway, minimum 1:4 gradient with traditional Pembrokeshire hedgebank/landscaping of drive to blend with existing bank
- (b) path to be relaid with minimum gradient of 1:8 relaying existing paving across drive to create contrasting surface and to maintain right of access over property to adjoining properties
- (c) re-location of oil tank into new banking
- (d) removal of decorative fern and planting of new native hedge
- (e) drive to be tarmac with porous surface
- (f) grass banking to east of site to be replaced with traditionally stone bank also acting as retaining wall to turning area
- (g) turning area to be finished in grasscrete
- (h) traditionally laid native hedge to replace 1960s timber rail fence





**157 Castle Way, Dale  
Proposed Driveway  
Plan & S Elevation 1:100**



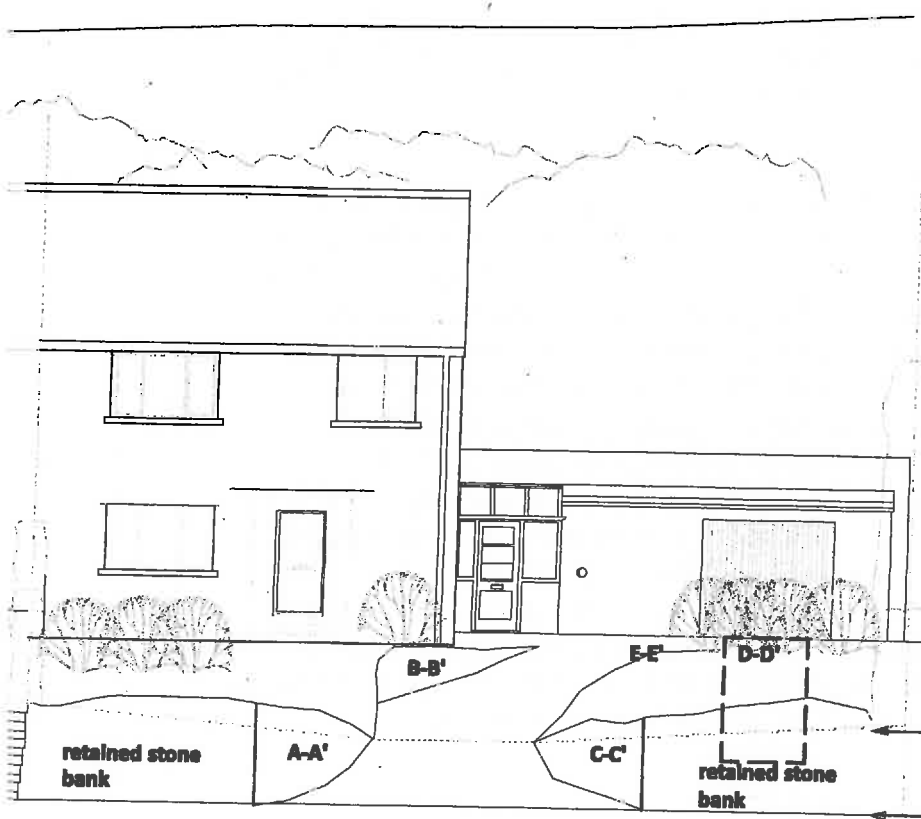
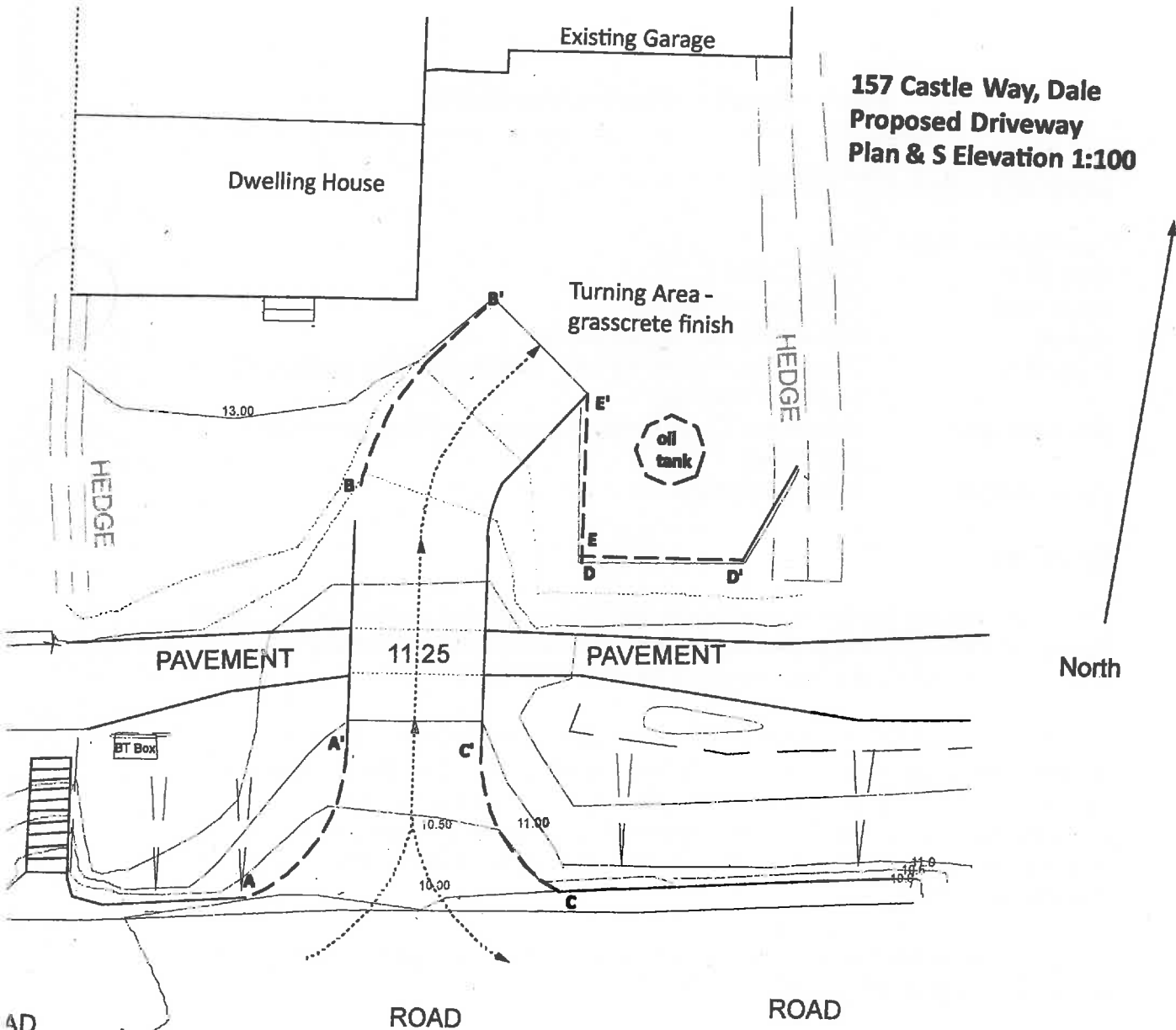
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**Scale:** 1:100  
**Drawing:** 01/01 Proposed Driveway, Plan

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location/level of top of Pembrokeshire Coast  
 2 MAR 2012  
 road level  
 National Park Authority

**157 Castle Way, Dale  
Proposed Driveway  
Plan & S Elevation 1:100**



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**Drawing:** 01/01 Proposed Driveway, Plan  
**Amended:** 26th March 2012

**Notes:**  
**New retaining stone walls/banks:**  
 (a) stone wall A-A' length 4.2m  
 height 1.9m at A tapering to 0m at A'  
 (b) stone wall B-B' length 4.5m  
 height 1.0m at B tapering to 0m at B'  
 (c) stone wall C-C' 4m length  
 height 1.75 at C tapering to 0m at C'  
 (d) stone wall D-D' 3.6m  
 height approximately 1m D-D'  
 (e) stone wall E-E' 3.7m  
 height 1m at E tapering to 0m at E'  
 (f) mixed native laid hedging to be approximately 1m  
 height; may take several years to mature  
 (g) - - - - - approximate location of oil tank  
 within banking le/ Ecosure 2800ltr  
 Underground Oil Tank or similar dimensions  
 approximately diameter 1550mm x height 2340mm

28