

This retrospective planning application seeks approval for the construction of a small rear-access car parking area at a residential property, including the removal of a section of a Grade II listed curtilage wall, installation of a timber gate, and the laying of a brick-paved parking surface suitable for two vehicles.

The development was undertaken to address the need for off-street parking, improving the property's functionality without compromising its residential character. The rear of the property is accessible from a private lane, making it a practical and discreet location for parking. The newly created access has a gentle gradient of approximately 10 degrees, allowing vehicles to enter and exit safely.

To enable this, a section of the listed rear boundary wall was carefully removed, with the minimum opening required to accommodate standard vehicle access; approx. 2.87m.

A timber gate of a height slightly less than 2m has been installed in keeping with the traditional appearance of the property and surrounding context. The gate is solid, modest in design, and appropriate to the setting of the listed structure.

The brick-paved surface was chosen for both durability and permeability, respecting the need for appropriate surface drainage and a finish that is visually compatible with the historic environment. The parking area has been laid out to accommodate two cars without requiring any further structural alterations or intrusion into neighbouring spaces.

Although the works have been completed, they have been carried out with care to ensure the heritage value of the site is respected. The changes are largely reversible and have not significantly altered the character or setting of the listed wall. The design maintains the sense of enclosure typical of the site while providing much-needed off-street parking in a way that does not visually dominate or detract from the surrounding built environment.

Access to the new parking area is safe and practical. The new entrance provides sufficient visibility and turning space for vehicles, and the development does not affect pedestrian routes or public access. The solution is in keeping with the scale, character and domestic nature of the Victorian property, supporting more sustainable local parking arrangements and added benefit for my late disabled husband.

In summary, the development represents a proportionate and appropriate response to the site, balancing practical needs with heritage considerations. It enhances usability for the occupants without causing undue harm to the significance of the listed boundary wall or the character of the area. Retrospective consent is therefore sought on the basis that the works are sympathetic, well-integrated, and support the long-term function and maintenance of the property.