

Construction of a private access way to provide vehicular access to an existing dwellinghouse at Lees Hall Barn where presently such access does not exist.

Lees Hall Barn, Lees Hall Farm, Glossop, Derbyshire, SK13 6JT

Supporting Planning Statement

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1.0 Introduction

- 1.1 This planning application seeks permission for the construction of a vehicular access way.
- 1.2 The access to be constructed will run from the existing shared private access south of the dwelling in a north-westerly direction before turning south-west and joining the section of existing track which runs adjacent the dwellinghouse. The access way to be created will extend a distance of approximately 58m.
- 1.3 This will provide vehicular access to the existing dwellinghouse, Lees Hall Barn. The existing dwellinghouse does not currently benefit from an available vehicular access.

2.0 Background

- 2.1 Lees Hall Barn is the dwellinghouse associated with the 14 hectare (35 acres) agricultural holding. The land is farmed for sheep grazing and hay production and the applicant keeps horses on the land. The applicant's Farmer Single Business Identifier Number is 120482859, the applicant's Vendor Number: 600783 and the County/Parish/Holding (CPH) Number: 09/237/0240.
- 2.2 Lees Hall Barn and a number of other dwellings that make up the hamlet are accessed from the public highway via a private access track which runs south-west from Turnlee Road.
- 2.3 Private accesses are then taken from this shared access track.
- 2.4 Lees Hall Barn does not however currently benefit from a private track providing access to the dwelling itself at present, unlike the other dwellings in the hamlet.
- 2.5 The construction of an access way will allow the applicant to park outside their dwellinghouse, and facilitate access for servicing, this is particularly key as the winter months approach and there is a requirement for heating fuel. Likewise the dwellinghouse does not benefit from mains water or sewerage, but on a borehole and pump and septic tank. Vehicular access does not currently exist that will allow these to be maintained and serviced.
- 2.6 The creation of an access will also provide significant animal welfare benefits. On a recent occasion the vet was called out to attend to an injured horse. The professional opinion of the vet was that the horse should be removed to hospital. This was simply not possible because of the lack of access. The vet could only treat the horse on site and his recovery has been significantly hampered by this, in fact the horse has been left with a limp. Had the vet

been unable to treat the animal onsite there would have been no means to remove the horse of site and it may well have to have been put down, having done so there would have been no means to remove the animal from site.

3.0 The Proposal

- 3.1 The proposal is to create an access running from the shared access track south of the dwelling house extending for a distance of approximately 58m to join the existing track which runs adjacent the dwellinghouse.
- 3.2 The access way will be a width of 3.5m and will be constructed of hardcore topped with granite chippings. A passing place will also be constructed.
- 3.3 This location has been selected because it is not possible to provide a route through the domestic curtilage (it does not currently extend to the shared track) and so a route as close to as possible has been selected. A route which will not significantly prejudice the remainder of the field.

4.0 Policy Context

- 4.1 The application site lies within the Green Belt and the National Planning Policy Framework (2012) identifies at para.87 that inappropriate development is, by definition, harmful to the Green Belt and should not be granted except in very special circumstances.
- 4.2 While engineering operations are one of those certain forms of development that are not inappropriate, in this case the proposed construction of an access way would impact on openness by virtue of the operation development taking place and therefore it is necessary to demonstrate very special circumstances.
- 4.3 The applicant is firmly of the view that the potential harm to the Green Belt by reason of inappropriateness and any other harm is outweighed by other considerations.
- 4.4 There are a number of material considerations that weigh in favour of the application proposal:
 - 1) The existing dwellinghouse does not benefit from a vehicular access and the living conditions of the residents are significantly prejudiced by this. They are particularly concerned about the inability to import heating fuel which could potentially be a health hazard come the winter months.
 - 2) Presently the applicant and his family are unable to park their vehicles within their curtilage. The vehicles are currently parked in a communal area south-west of the dwelling, rather than on the applicant's own land.

The ability to do so means visitor parking is significantly limited there are potential hazards and a negative visual impact in this location. There are also potential security issues given the distance from the applicant's property.

- 3) The applicant's agricultural activities have been significantly prejudiced by the prevention of vehicular access to the land and the income generated has suffered in this regard.
 - 4) The lack of vehicular access has and will continue to result in significant animal welfare issues.
- 4.5 In short the construction of the short access will provide significant benefits in respect of the enjoyment of the dwellinghouse, the living and health conditions of the residents of the dwellinghouse, the use of the land for agriculture and recreation (horse riding), it will provide limited visual improvements and crucial animal welfare improvements.
- 4.6 The construction of the track will have an impact on openness and a visual impact. It is considered however that the visual impact is limited given the short distance of the track and the proposed location close to the existing dwellinghouse. The proposed method of construction will also reduce visual intrusion as the access way will appear agricultural in style and not as a particularly urbanising feature.
- 4.7 Local plan saved policy OC2 reflects the national planning position in that it seeks to restrict development in the Green Belt. As set out above there are material considerations in respect of this proposal that constitute very special circumstances to outweigh harm.
- 4.8 Saved policy H11 seeks to promote residential development that is safe and accessible. As set out above the existing dwellinghouse is not accessible and this is prejudicing the living conditions of the applicant and his family and it is feared that this could ultimately cause potential health issues where fuel cannot be brought to the property.
- 4.9 In accordance with saved policy GD4 the proposed method of construction will ensure that the access is sympathetic in character to the surroundings and will appear agricultural in style, not urban.
- 4.10 Finally the policies of the emerging plan also seek to restrict inappropriate development in the Green Belt and state that very special circumstances must be demonstrated. As set out above the proposed development provides significant animal welfare, equestrian, agricultural and recreation benefits, and enables the applicant and his family to access their property, crucially to import the necessary fuel to remove any potential health hazards.

5.0 Design and Access Statement

- 5.1 The track will be constructed from hardcore to a width of 3.5m. The track will extend from the shared access track at a point east of the dwellinghouse in a north-westerly direction for approximately 45m. A passing place will be constructed south-west of this section of the access way.
- 5.2 The access track will then turn south-westerly and extend for approximately 13m to join up with the existing access which runs parallel with the curtilage of the dwellinghouse.
- 5.3 Over the route of the proposed track the topsoil will be stripped and mounded adjacent the track on its western side. The applicant is content to plant this mound should the Local Planning Authority consider that screening is necessary. This topsoil will be retained and kept for backfilling if the track becomes obsolete.
- 5.4 A geotextile porous fabric will be laid to separate the foundation layer from the ground underneath to prevent stones becoming mixed with the soil and vica versa. This geotextile layer will keep the roadway foundation layer material clean and free-draining and will provide physical support preventing deformation.
- 5.5 The foundation layer will be made up of a compacted granular fill material to a depth of 200mm. The track surface will topped off with a wearing course of 50mm MOT Type 1 compacted.

6.0 Conclusion

- 6.1 The proposed development constitutes inappropriate development in the Green Belt virtue of the operation development having an impact on openness. It is therefore necessary for the applicant to demonstrate that there are very special circumstances that outweigh harm to the Green Belt and any other harm.
- 6.2 It has been demonstrated above that the proposed construction of a short access way that will provide the necessary vehicular access to the existing dwellinghouse will have significant beneficial impacts in respect of animal welfare, equestrian, agricultural and recreation benefits, and enables the applicant and his family to access their property, crucially to import the necessary fuel to remove any potential health hazards.
- 6.3 It is consider that the proposed design and construction of the track is suitable in this location and will not have an unacceptable visual impact. For the reasons set out within this statement it is therefore respectfully requested that planning permission be granted.