

**KEN
WAINMAN
ASSOCIATES Ltd**
Planning Consultant

REVISED PLANNING STATEMENT

Including historical asset statement.

Client: Mr J Seville.

Location: Land opposite the Charlesworth and Chisworth Village Club, on the east of Marple Road, Charlesworth, SK13 5EY.

Proposal: Installation of a dropped kerb to enable the re-use of a field gateway for occasional access by tractor and trailer.

Date: April 2023.

1 INTRODUCTION

- 1.1 This full application seeks permission for the installation of a dropped kerb to enable the re-use of a field gateway for occasional access by tractor and trailer. The need for this gateway is explained in more detail later in this statement.
- 1.2 The application includes the application form, location plan, existing and proposed drawings, and a planning statement.

2. THE SITE

- 2.1 The applicant bought the land edged red on the location plan in 2019 together with two adjoining fields; the latter are marked Field 1 and Field 2 on the submitted location plan. The applicant retires this year and intends to grow flowers for sale to local florists in Field 1 which was previously rough pasture. Field 2 is currently used by a local farmer for sheep grazing. The applicant's CPH number is 09/235/0268. Field 1 and Field 2 are shown on the location plan submitted with the application.
- 2.2 The application site is in the Charlesworth Conservation Area, Open Countryside and the trees on the site are protected by the conservation area status.
- 2.3 Vehicle access to the holding is from Back Lane which is in the north east corner of Field 2. Unfortunately, the slope on the access track into the site is too steep - The trailer hits the ground - to allow access for the applicant's tractor and trailer, and it is also very difficult to turn into the track, so as to avoid the neighbours' walls. The applicant's tractor is a David Brown 885, 40-hp vehicle (1.8m wide, 3m long approx.). The applicant wishes to load and bring manure from local stables to compost, and then use on growing beds. By doing this he is then able to use a sustainable, 'no-dig' method. He needs access for the tractor to do this. The applicant only requires occasional access - less than ten times per year.
- 2.4 The site for the proposed dropped kerb is located in the extreme south western corner of the application site opposite the Charlesworth and Chisworth Village Club on Marple Road. There has been a gate and, or a gate hole at the point for probably 100 years but it has not been used for maybe 30 years. There was in the past a track from the gateway to Field 1. This is now overgrown. The applicant does not intend to construct a new track but drive across the existing ground. The applicant employed a tree consultant who told him that a tree work application had been submitted and gave him a Planning Portal number (PP-11026294). However, this

application does not appear on the Council's Web Page. I emailed the Council on the 14/11/2022 asking it to investigate whether it had received an application, but I have not received a reply. I have checked with the Planning Portal and the application was received by the Council on the 8th February 2022 and downloaded on the 9th February. The six weeks' notice period has long elapsed, and the applicant has done the work.

- 2.5 Local people have told my client that the field has been used for local allotments in the past, and the gateway was used for access, but mainly on foot. My client has only the best of intentions to use, and improve this land for, small-scale, eco-friendly purposes, and to enhance a previously abandoned area of Charlesworth.
- 2.6 Marple Road at the point where the drop kerb would be constructed has a 30-mph speed limit.

3. RELEVANT PLANNING HISTORY

- 3.1 There are no records of planning applications on the site.

4. THE PROPOSAL

- 4.1 The applicant was advised in an email from the Council to submit an application for the dropped kerb in this location because Marple Road is a classified road (e-mail 9th January 2023).
- 4.2 Derbyshire County Council's requirement for visibility splays in a 30 mph speed limit area is that they should be 2.5m x 45m measured along the nearest kerb. Two visibility scenarios have been drawn.
- 4.3 Drawings No. 546-03(Site as proposed 1:200) and 546-04(Site as proposed) show the sightlines to the north measured along the nearest kerb and the sightlines to the south measured to the middle of the road. 70m visibility is achievable in a northerly direction measured to the nearest kerb. There is a wall, but this is less than 600 mm high and does not interfere with visibility. In the southerly direction sightlines along the kerb are slightly blocked by a hedge in the garden of No. 17 Marple Road.
- 4.4 It is only possible to achieve a "Y" distance of 41m to the south measured along the nearest kerb - see Drawing 506-05. (Site as proposed 1:200 30 mph) which shows

visibility splays measured in both directions to the nearest kerb. The achievable “Y” distances are 70m to the North and 41m to the South.

5. HISTORIC ASSET IMPACT ASSESSMENT

5.1 The proposed dropped kerb would replace existing standard kerbs. There would be no impact on the special features of the Conservation Area as identified in the Charlesworth Conservation Area Character Appraisal, Adopted October 2010.

6. PLANNING POLICY

6.1 The Development Plan for High Peak outside of the National Park currently consists of:

- High Peak Local Plan (adopted April 2016).
- Chapel-en-le-Frith Neighbourhood Plan (made August 2015).
- Derbyshire Minerals and Waste Development Framework (DMWDF).

5.2 The pertinent Local Plan policies are: -

Policy EQ 2 Landscape Character
Policy EQ 3 Rural Development
Policy EQ 7 Built and Historic Environment
Policy S 5 Glossopdale Sub-area Strategy
Policy CF 6 Accessibility and Transport

5. THE CASE IN SUPPORT OF THE APPLICATION

5.3 The applicant's case is that: -

- Although it is not possible to achieve a 45m “Y” distance in both directions there is an adequate sightline to the north along the nearest oncoming traffic carriageway, and a 57m sightline to the far carriageway carrying traffic from the south (middle of the road) appears achievable.
- The proposed access would only be used occasionally. The applicant would be willing to accept a condition limiting the number of times per annum the access could be used and bring a second person with him to temporarily stop the traffic when turning into and out of the field. It is appreciated that the latter cannot be conditioned but it is what often happens at field accesses nationwide.
- There will be no impact on the Conservation Area and the trees.
- The proposal is in accord with the Countryside and Transport policies in the Local Plan.