

Andrew Large Surveyors Ltd

Design and Access Statement

Full application for the installation of an agricultural access at: Stanton House Farm, Bridle Lane, Stanton, Burton On Trent DE15 9TQ

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Design and Access Statement

1.0 Introduction

This statement has been prepared and submitted by Andrew Large Surveyors Ltd on behalf of the applicant Mr John Kinston for the installation of an agricultural access at: Stanton House Farm, Bridle Lane, Stanton, Burton On-Trent DE15 9TQ

2.0 Site Appraisal

2.1 Physical Context

E H Kinston & Son farm a total of 1400 acres in their mixed arable and dairy enterprise. They are 5th generation farmers who have resided at the site since 1919 and currently employ 4 full time workers on top of the 3 partners of the business. Stanton House Farm is currently accessed via Bridle Lane which is substandard for heavy-duty vehicles associated with the agricultural nature of the site. The proposal is for the installation of an agricultural access which will be safely utilised by all vehicles and harmoniously coincide with the passing traffic of Woodland Road. The following report will look to demonstrate how the subject application will contribute towards the betterment of highway safety for all vehicle users in the area.

2.2 Social Context

The existing access is utilised by both large agricultural traffic as well as low level residential. The new access will remove the need for both to coexist where it is not safely achievable and will also ensure that passing traffic is no longer adversely affected.

2.3 Economic Context

Local trades will be granted the work required for the proposed development.

3.0 Assessment against Planning Policy

3.1 National Planning Policy Framework

Considering Development Proposals

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

As part of the application, plans have been provided to demonstrate the 'Swept Path Analysis' of vehicles at the proposed and existing access. Plan A clearly indicates that the existing access for large vehicles is inadequate and continued use would be detrimental towards highway safety. As demonstrated, the path exiting the site and travelling north west crosses both the centre of the highway and the verge to the immediate left. This is evident in photographs taken recently (provided below) as well as being visible on Google street view. In order to reduce the extent of the verge and central highway boundary which are crossed, the optimum starting point would be to the right-hand side of the access. This, however, restricts other vehicles from entering the site and directly impacts

the flow of traffic. For the purpose of agricultural vehicles, which are paramount to the continuation of Stanton House Farm, the existing access is substandard.



The proposed access has been designed so that agricultural traffic will no longer adversely affect the highway. Plans B and C have also been incorporated to demonstrate how large vehicles will harmoniously enter and leave the site without disrupting passing traffic. The proposal will therefore be largely advantageous for all vehicle users in the area.

It is recognised that the proposed access will divide a public footpath and so, by way of a suitably worded condition, the applicant would be agreeable to the required construction details following instruction from the local authority. The rather extensive width from the highway to the field boundary, south of Woodland Road, stretches to 8.4m. Therefore, clear visibility for pedestrians and cyclists is attainable in all directions when proposing to cross the access.

The existing footpath is set 3.74m back from the highway which, when dissecting the proposed access, would make pedestrians and cyclists clearly visible for passing drivers. It is therefore considered that the proposed development can facilitate the safety requirements necessary to coincide with pedestrians and cyclists.

Achieving well designed new places

127. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience

The proposed access unequivocally improves the quality of the area by removing an existing threat on highway safety. The proposed development has been carefully located to provide optimum visibility in both directions with minimum disruption to objects and structures that adjoin the highway. It is noted that the boundary of the development is in close proximity to an existing lamppost, however, it considered the development will have no negative impact. An extract from The Chartered Institutes of Highways and Transportation – Manual for Streets 2, ref: 10.7.2, highlights that, ‘The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.’ It is therefore believed that the access can successfully and safely operate in the proposed location without alterations to other obstacles or structures.

The size of the access is justified by the agricultural need which is mandatory to the continuation of Stanton House Farm. A Landscaping plan has also been provided to demonstrate the proposed planting of a native hedgerow running parallel with the highway. The introduction of vegetation will improve the appearance and quality of the landscape whilst providing screening of the agricultural track and wider site.

Achieving well designed new places

145. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

a) buildings for agriculture and forestry;

The proposed development is for the purpose of agriculture and will optimise the potential of the site as well as improve highway safety in the immediate area.

3.2 South Derbyshire – Local Planning policies

Policy S8 Green Belt

The principal, general extent and permanence of the Nottingham-Derby Green Belt and Burton – Swadlincote Green Belt within South Derbyshire is supported and maintained. Measures to improve public access to the Green Belts and improve connectivity to the built up areas adjacent to the Green Belts will be encouraged.

There is a presumption against inappropriate development within the Green Belt and development proposals received within the Green Belt will be assessed against national policy.

To better reflect Green Belt in the Boulton Moor area due to the development of the A6 spur and A50 the following alterations to the Nottingham - Derby Green Belt are to be made:

i) a triangular parcel of land measuring around 12.5 hectares immediately to the east of the A6 and south west of Thulston, will be included within the Green Belt

ii) an area of 11.5 hectares of land to the north of Shardlow Road and to the west of the A6 Alvaston by-pass, shall be deleted from the Green Belt

In addition, Green Belt boundaries will be reviewed through the Local Plan Part 2, to amend any existing anomalies since the adoption of the Green Belt.

In accordance with the NPPF, development for the purpose of agriculture is considered an exception that should be looked on favourably. Policy S8 highlights that all proposals will be assessed against the NPPF's stance on Green Belt development and so the proposal is considered acceptable.

Policy SD1 Amenity and Environmental Quality

A. The Council will support development that does not lead to adverse impacts on the environment or amenity of existing and future occupiers within or around proposed developments.

B. The Council will take into consideration the following:

i) The potential for development to affect surface and ground water quality and its potential to affect the long term delivery of water quality standards set out in the Water Framework Directive or Habitats Directive;

ii) The potential for development to affect designated Air Quality Management Areas (AQMAs).

iii) The need for a strategic buffer between conflicting land uses such that they do not disadvantage each other in respect of amenity issues, such as odours, fumes, or dust and other disturbance such as noise, vibration, light or shadow flicker.

The proposed development is located centrally to a field which is entirely under the ownership of Mr Kinston. The closest residential property to the development is on the opposing side of the highway and as such, will not be negatively affected by the proposal nor will any other surrounding property.

The introduction of a native hedgerow will contribute towards the improvement of environmental quality in the area and will far outweigh the small loss of vegetation necessary for the installation of the proposed access.

Policy BNE1 Design Excellence

A. All new development will be expected to be well designed, embrace the principles of sustainable development, encourage healthy lifestyles and enhance people's quality of life by adhering to the Design Principles below.

i) Design Principles

a) Community safety:

New development should be designed to ensure that people feel comfortable and safe by minimising opportunities for crime and anti-social behaviour, providing good natural surveillance and appropriate demarcations between public and private areas;

b) Street design, movement and legibility:

Streets should be designed to relate to their context, with a balance being struck between place-making needs and vehicle movement needs. Streets should be attractive, pedestrian and cycle friendly and meet the needs of all users. New development should be easy to find your way around, have a clear hierarchy of streets and take advantage of available opportunities for connections to local services, including public transport;

c) Diversity and community cohesion:

New development should be designed to be diverse, vibrant, possess a sense of place and encourage social interaction.

d) Ease of use:

New development should be accessible to all user groups, well managed and should be able to adapt to changing social, environmental, technological and economic conditions, including the needs of an ageing society;

e) Local character and pride:

New development should create places with a locally inspired character that respond to their context and have regard to valued landscape, townscape and heritage characteristics;

f) National Forest:

Within The National Forest, new development should be encouraged to follow National Forest Design Charter¹ and Guide for Developers & Planners² and fully reflect the forest context;

g) Visual attractiveness:

New development should be visually attractive, appropriate, respect important landscape, townscape and historic views and vistas, contribute to achieving continuity and enclosure within the street scene and possess a high standard of architectural and landscaping quality;

h) Neighbouring uses and amenity:

New development should not have an undue adverse effect on the privacy and amenity of existing nearby occupiers. Similarly, the occupiers of new development should not be unduly affected by neighbouring land uses;

i) Cross boundary collaboration:

New areas of growth that span administrative, land ownership, developer parcel or phase boundaries should be considered and designed as a whole through a collaborative working approach;

j) Healthy Lifestyles:

New development should address social sustainability issues, by supporting healthy lifestyles, including through the promotion of active travel, the provision of public open space, sports and other leisure facilities.

k) Resource Use:

New development should be designed to facilitate the efficient use of resources and support the reuse and recycling of waste throughout the lifecycle of all developments from design, construction, use and after use. New development should provide adequate space for the storage of waste and where appropriate the treatment or collection of waste.

ii) All proposals for new development will be assessed against the Council's Design SPD;

iii) The council will decide which development proposals should be taken to a formal panel for design review.

The proposed development has been designed to provide safe access for all vehicles leaving and entering the site. Woodland Road is a particularly narrow stretch of highway and as a result, 15m radii curves have been incorporated to ensure large vehicles can access the site without crossing the centre of the highway or the access verge. The initial width of the access and track is set at 7m to allow for the safe passing of large vehicles. The track is later on channelled into a width of 5m where it will continue into the existing farmstead.

As part of the proposal, the first 20m of the access will be constructed in tarmacadam, with the remainder of the track constructed in 8" of hardcore with a 4" top surface of 3/4" down crushed stone over a Teram membrane. The materials utilised are suitable for the purpose of large agricultural machinery as well as traffic associated with the existing farmhouse. Set approximately 7m back from the highway is a proposed ACO drain which will span the mouth of the access and contribute to the improvement of water flow towards the passing highway.

Proposed 12ft agricultural gates will be installed 15m back from the highway boundary. In addition, the erection of a post and rail fence will seclude the access and adjoin the existing fence line running parallel with Woodland Road. A native hedgerow will be planted behind the existing fence line and will help provide screening of the proposed agricultural track and existing farmstead. Approximately 112m will be planted which will largely improve the appearance of the wider landscape whilst retaining the openness of the subject site.

As previously addressed, the footpath which besides the highway is set 3.74m back and will provide unobstructed visibility for pedestrians and cyclists when crossing the proposed access.

Policy BNE3 Biodiversity

A. The Local Planning Authority will support development which contributes to the protection, enhancement, management and restoration of biodiversity or geodiversity and delivers net gains in biodiversity wherever possible by:

- i) Protecting sites of International, European, National and County importance, together with local nature reserves, from inappropriate development within and adjacent to sites;*
- ii) Delivering long term plans to restore the River Mease Site of Special Scientific Interest (SSSI)/Special Area of Conservation (SAC) to a more natural condition and improve water quality within Mease and other catchments failing to meet Water Framework Directive objectives.*
- iii) Developing and maintaining a District-wide ecological network of SSSI's and local wildlife sites together with corridors and stepping stones sites to support the integrity of the biodiversity network, prevent fragmentation, deliver ecosystem services and enable biodiversity to respond and adapt to the impacts of climate change.*
- iv) Supporting and contributing to the targets set out in the Lowland Derbyshire and/or National Forest Biodiversity Action Plan (BAP) for priority habitats and species*
- v) Protecting ancient woodland and veteran trees from loss, unless the need for, and benefits of, the development in that location clearly outweigh the loss*

B. Planning proposals that could have a direct or indirect effect on sites with potential or actual ecological or geological importance including:

- Internationally important sites*
- Nationally important sites (such as SSSIs)*
- Sites of County importance (such as Local Nature Reserves, Local Wildlife Sites and Local Geological Sites)*
- Ancient woodlands, veteran trees and hedgerows*
- Priority habitats and species*

will need to be supported by appropriate surveys or assessments sufficient to allow the Authority to fully understand the likely impacts of the scheme and the mitigation proposed. Where mitigation measures, or exceptionally, compensation cannot sufficiently offset the significant harm resulting from the development and/or where the development can potentially be located on an alternative site that would cause less or no harm, planning permission will be refused.

The construction of the proposed access will result in the loss of minimal vegetation with extremely low significance to the area. It is considered that the planting of 112m of native hedgerow will largely outweigh the initial construction of the proposed development and so the proposal will positively contribute to the quality of the area.

Policy BNE4 Landscape Character and Local Distinctiveness

A. The character, local distinctiveness, and quality of South Derbyshire's landscape and soilscape will be protected and enhanced through the careful design and sensitive implementation of new development.

B. Developers will be expected to retain key valued landscape components such as mature trees, established hedgerows and topographical features within development sites unless it can be demonstrated that the loss of features will not give rise to unacceptable effects on local landscape character. Development that will have an unacceptable impact on landscape character (including historic character), visual amenity and sensitivity and can not be satisfactorily mitigated will not be permitted.

C. In bringing forward proposals developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in The Landscape Character of Derbyshire. Proposals should have regard to the woodland and tree planting, landscape management

and habitat guidance set out in this document and demonstrate that mitigation proposals are appropriate to the character of the landscape.

D. Within the National Forest Area developers will be expected to demonstrate that close regard has been paid to the landscape types and landscape character areas identified in the National Forest Landscape Character Assessment both within the design of the scheme and in the incorporation of woodland planting and landscaping.

E. The Council will seek to protect soils that are 'Best and Most Versatile', (Grades 1, 2 and 3a in the Agricultural Land Classification) and wherever possible direct development to areas with lower quality soils.

Stanton is a small village located in the Green Belt area between Swadlincote and Burton On-Trent. The village is largely surrounded by farmland and as such, it would not be incongruous for an agricultural access to be sited within the settlement. The proposed agricultural gates, timber fencing and planting of native hedgerow will contribute to the rural vernacular and enhance the centre of the village.

Policy BNE5 Development in Rural Areas

Outside of settlement boundaries (as defined in policy SDT1) within the Rural Areas of the district planning permission will be granted where the development is:

- i) allowed for by policies H1, H22, E7, INF10, H24, H25, H26, H27 or H28; or*
- ii) otherwise essential to a rural based activity; or*
- iii) unavoidable outside settlement boundaries; or*
- iv) considered to be infill that is in keeping with the character of the locality and represents the infilling of a small gap for not normally more than two dwellings, within small groups of housing; and*
- v) will not unduly impact on: landscape character and quality, biodiversity, best and most versatile agricultural land, and heritage assets.*

The movement of large vehicles is mandatory to the continuation of Stanton House Farm. The existing access is substandard and continued use of large vehicles at this particular access would be detrimental towards highway safety. The proposed development is therefore necessary and considered acceptable development.

Policy BNE6 Agricultural Development

Agricultural development will be permitted provided that:

- i) it is suitable for its intended purpose; and*
- ii) it is of an appropriate scale and design; and*
- iii) it is sited in proximity to existing agricultural buildings, wherever practicable; and*
- iv) appropriate landscape mitigation is included where necessary.*

The development has been designed with all current design criteria in mind. The size of the access is appropriately scaled to facilitate the use of large agricultural vehicles without the disruption of passing traffic. The proposal will be located in the optimum position to obtain sufficient visibility, be in close proximity to the existing farmstead, and provide safe access for all vehicles. The introduction of a native hedgerow has been included as mitigation of the proposed development.

4.0 Design Component

4.1 Use

The proposed access will serve Stanton House Farm.

4.2 Layout

Please see the attached plans.

4.3 Amount

The proposed access and track amounts to 1385.65sqm

4.4 Scale

Please see the attached plans.

4.5 Appearance

Please see the attached plans.

5.0 Access Component

The site is currently accessed via Bridle Lane which is substandard for the requirements of Stanton House Farm. The applicant wishes to install a new access adjoining Woodland Road which will result in highway safety of the immediate area being improved.

6.0 Conclusion

This report has demonstrated that the existing access does not facilitate the needs of agricultural traffic and is therefore a threat on highway safety. The proposal will seek to provide safe access for all traffic and reduce the current conflict which is caused at the Bridle Lane junction. The site is located within the Green Belt, however, the development is for the purpose of agriculture and is deemed acceptable. The design and mitigation measures of the proposal are believed to limit the impact of the development on the surrounding settlement and the planting of a native hedgerow will benefit the immediate landscape and surrounding environment. It is for these reasons that the proposal is considered to adhere to National and Local planning policy and consent should be granted.

Signed.....

Jack Henderson

Under Signed.....

Andrew J Large MRICS FAAV

Dated.....