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# Planning Statement
## (including Design and Access)
## for new field access

at

Little Lymford Farm
Tunstall Road
Nr Bosley
Staffs

On behalf of

Mr A Cornez

March 2016

RTPI Chartered Town Planner

RICS

The Central Association of Agricultural Valuers

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## 1.0 INTRODUCTION

1.1 This document accompanies a full planning application submitted to Staffordshire Moorlands District Council.

1.2 The submission relates to an existing agricultural unit currently used as livestock housing and grazing and is on behalf of the new farm owner Mr A Cornez.

1.3 The proposal is for the provision of a new field access to improve access to the farm and the lower fields. The access location has been chosen as it has good visibility.

1.4 With the way the weather has been over the last few years anyone without a good farm roadway system is under pressure with grazing management. The track will minimise damage to the pastureland.

## 2.0 BACKGROUND AND INFORMATION

2.1 The Site and Surrounding Area

2.1.1 The site is shown on the enclosed plans. The farm extends to approximately 20 acres (8.1ha). The farm has been used for the keeping and breeding of beef cattle for over 10 years. The land is currently divided into a series of fields and a hard track leads to the buildings from Tunstall Road. The buildings are a good quality range of steel portal framed sheds.

2.1.2 The farm lies south west of Bosley and around 2 miles north east of Timbersbrook. The main A523 is around 0.5 miles east of the farm. The aerial photograph at ***Appendix 2*** shows the farm in the wider rural context.

2.1.3 The local area is rural and farming is a key industry.

2.1.4 The housing character of the locality is a mixture of scattered farms, and occasional houses and cottages.

2.1.5 The site of the proposed new field access is to the northeast corner of the farm.

2.1.6 The figure below shows how the proposed new field access (shown red) relates to the wider area. It is proposed that the existing cattle farming activity will be replaced by a mixture of cattle, sheep and horses. The location is shown on the enclosed plans at 1:2500, a copy of which is provided at ***Appendix 1***.

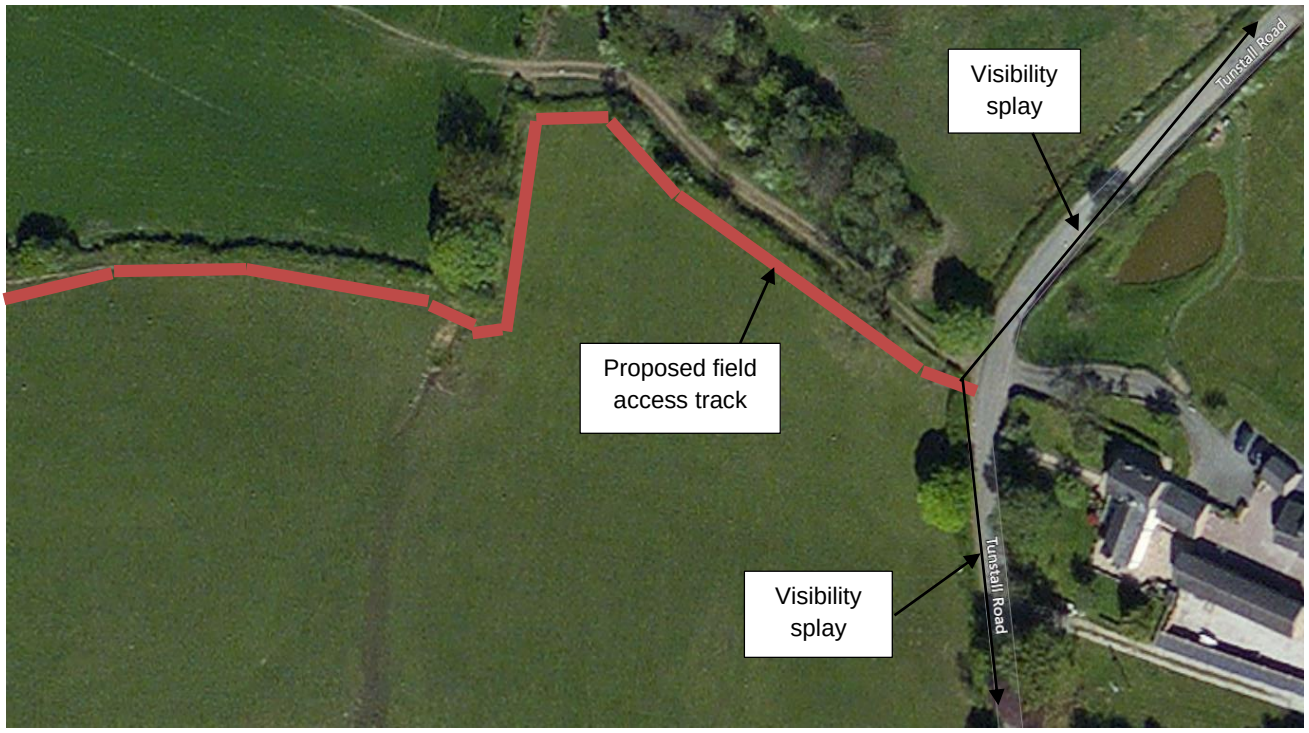



***Figure 1***

## 2.2 Design, layout and access

2.2.1 The design of the scheme is proposed to be of a similar character and rural style as many farm tracks in the locality, in keeping with the proximity of the site within a rural area. A shallow foundation will be excavated and a base course of hardcore laid (possibly on to a geotextile layer if ground conditions dictate). This will be topped with a wearing course of road planings which will be evenly laid and levelled.

2.2.2 The access is proposed to be located as shown on the submitted plans and will connect round to meet another hard track that leads to the farmstead. The new access will allow the northern fields to be re-fenced and livestock introduced and removed from these fields easily. The track will enable minimal damage to the grassland by creating a hard track that is useable if necessary throughout the year.

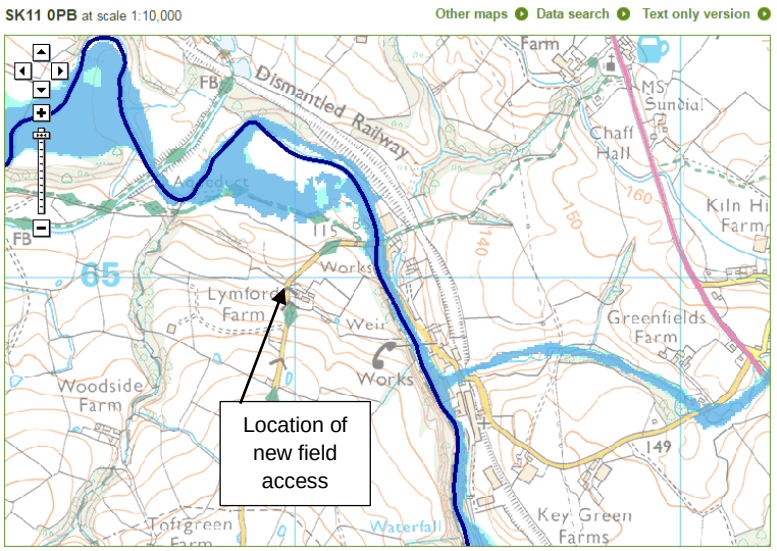
2.2.3 The new point of access onto the highway will be at the north east corner of the farm. The access point will front Tunstall Road which is a minor rural road with limited traffic movements. The specific location has been chosen as it has good visibility and provides good access to the northern fields. Occasional farm movements of traffic would not impede traffic flows and the good visibility would allow traffic on the highway to clearly see the field access point.

2.2.4 In terms of design the access point onto the highway would be at least 7 m wide to allow easy turning into the field as farm machinery tends to be getting larger. A short length of hedgerow (around 12m) would need to be removed to facilitate the link of the track to the public highway. New gates would be set back off the highway to allow farm vehicles to pull off the highway when opening the gates. The gates will be securely locked when not in use and the first 5 m off the carriageway will be laid with tarmac to ensure that pebbles are not dragged onto the highway.

2.2.5 As regards any landscape impact this will be minimal. A short section of hedge will need to be removed to allow farm vehicles to turn into the field access. Timber fencing will fill in between the gates and the remaining hedge. Further landscape planting will be provided on the farm and will provide new wildlife conservation benefits.

## 2.3 Flood risk and drainage

2.3.1 Flood Risk - In the case of flood risk the site lies outside any flood zone and there is no risk of any downstream flooding arising from the development. The plan below shows that the site is well away of any flood risk areas.



2.3.2 Drainage – the hardcore base to the new track will allow rainwater to seep through.

## 3.0 PLANNING POLICY

3.1 Planning Law requires that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

3.2 The Development Plan for the area effectively compromises the Staffordshire Moorlands District Local Plan (2014) and national policy guidance under the National Planning Policy Framework (2012).

### National Planning Policy

3.3 National planning policy is set out in the National Planning Policy Framework (NPPF) which was published in March 2012. The NPPF emphasises that positive growth should be supported and should go ahead without delay. Paragraph 13 sets out a presumption in favour of sustainable development. Paragraph 196 confirms the tests in s38(6) of the Planning and Compulsory Purchase Act 2004 and s70 of the Town and Country Planning Act 1990 and that the NPPF is a material consideration in planning decisions. Paragraph 17 states that in assessing and determining development local planning authorities should apply the presumption in favour of sustainable development.

3.4 Paragraph 28 of the NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.

3.5 A policy review has been undertaken as part of this pre-application submission. It is considered that the National Planning Policy Framework (NPPF) is a major material consideration for this site.

3.6 Paragraph 28 says that local plans should promote the development and diversification of agricultural and other land-based rural businesses. Paragraph 7 identifies the 3 dimensions of sustainable development as being social, economic and environmental.

3.7 There is a presumption in favour of sustainable development that is at the heart of the Framework and where a development plan is absent, silent or relevant policies are out- of-date planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Local Planning Policy

3.8 The Councils website indicates that the Core Strategy 2014 has been adopted. This Documents highlights that there is a particular need in the District to support the rural economy, enable farm diversification and support rural communities whilst at the same time protecting the countryside.

3.9 We understand that the farm is within a special landscape area and the greenbelt. The aim is to continue farming the unit whilst managing and enhancing the countryside. Works associated with farming activities are allowed in the greenbelt. In any event the creation of a field access track which will be level with the existing ground will not adversely affect the openness of the greenbelt.

3.10 Paragraph 7 of the NPPF states that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

> ***an economic role*** *– contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth.*
>
> The proposed project at Little Lymford Farm is very small scale but will contribute to the local rural economy through the use of local firms to construct the track.

3.11 The proposed development would be constructed by a local rural groundworks firm and will gradually contribute towards the local economy through the improved management of equine and livestock enterprises. It would also contribute towards the wider rural economy and the owners will support the vitality of the surrounding area.

> ***a social role*** *– supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being*

3.12 The proposed development will be part of an existing rural community and would enable the new owner to better manage the farming unit. His family are from the Staffordshire Moorlands / Cheshire area.

> ***an environmental role*** *– contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy*.

3.13 The farm supports a range of habitats such as woodland, hedges, trees and grassland. The new field access will allow farm vehicles to keep off the grassland and improve the overall management of the farm.

## 4.0 CONCLUSIONS

4.1 The holding is located in a rural locality but close to main transport links. The field access proposed will allow improved management of the farm and in particular the fields to the north of the unit. Movements in and out of the new field access would be low and would not impede free flow of traffic any more so than the current situation. The adjacent highway is not a busy road and the field access would actually improve the local road as farm traffic would be able to exit the highway more quickly and safely and the access point would provide a small pull-in for traffic using Tunstall Road.

4.2 The proposal is supported by the NPPF which supports sustainable development. The three pillars of sustainability appear to be met.

4.3 The scheme would help deliver the particular need in the Staffs Moorlands District to support the rural economy, enable farm diversification and support rural communities whilst at the same time protecting the countryside.

# APPENDIX 1

# SITE LOCATION PLAN

# Location Plan Little Lymford Farm, Tunstall Road, Bosley

NEW FIELD ACCESS AND FARM TRACK.



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0m 25m 50m 75m 100m 125m 150m 175m 200m

Scale: 1:2500, paper size: A4

SJL 1513/01 Location.

Client: Mr A Cornez

Little Lymford Farm
Tunstall Road
Bosley
Staffs
SK11 0PB

**Not to scale**

# APPENDIX 2

# SITE IN RELATION TO WIDER LOCALITY


Proposed site for new field access
Buildings at Little Lymford Farm
A523
Bennetts Lane
Smithy Lane
A523
Turstall Road
Turstall Road
Turstall Road
Turstall Road
SK11 0PB

# APPENDIX 3

# SITE PHOTOGRAPHS



1. View of point of access onto public highway – a short section (12m) of existing hedge will need to be removed to facilitate the access point




2. View looking south from proposed field access point. At least 80 m clear visibility is available




3. View from access point looking north. At least 120m clear visibility is available.