
12A FULL APPLICATION – ERECTION OF AGRICULTURAL WORKERS DWELLING AT VALLEY VIEW FARM, HAYFIELD ROAD, CHINLEY. (NP/HPK/0817/0854 404927 / 384076 P610 AM 16/08/2017)

UPDATED RECCOMENDATION FOLLOWING REVISED COMMENTS FROM THE HIGHWAY AUTHORITY RECEIVED 01/12/2017

APPLICANT: MR D RODGERS

RECOMMENDATION:

That the application be **APPROVED** subject to prior entry into a planning obligation to prevent the separate sale of land in ownership, the new house and existing buildings and subject to the following conditions or modifications:

1. Statutory time limit for implementation.
2. In accordance with specified approved plans.
3. No development shall commence until finished floor levels have been submitted and approved. Development to be carried out in accordance with approved details.
4. Prior approval of detailed scheme of landscaping prior to first occupation of dwelling. Landscaping to be implemented prior to first occupation of dwelling / within the first planning season following.
5. Underground service lines on land within the applicant's ownership and control.
6. Foul drainage shall be disposed of to a package treatment plant in accordance with approved details.
7. Prior approval of space for site accommodation, storage of plant and materials and manoeuvring of site operative's and visitor's vehicles during construction.
8. Prior approval and implementation of scheme for parking spaces and turning area.
9. Prior approval and implementation of bin storage area.
10. Stonework to be natural gritstone in accordance with approved sample panel.
11. Roof to be natural blue slate in accordance with approved sample.
12. Timber windows and doors and painted finish.
13. Other design details including flush cement pointed roof verges and black rainwater goods.
14. Agricultural occupancy restriction.
15. Removal of permitted developments for alterations and extensions to dwelling.

Consultations

Highway Authority – A further consultation response has been received from the Highway Authority, this is copied below:

“Assuming that your Authority considers that the proposed dwelling is justified on agricultural grounds, any intensification in vehicle movement will be partially offset by the reduction in trips to the land by agricultural workers visiting from a remote location.

Notwithstanding this there will be a demand for delivery and service vehicles associated with the new dwelling which would not have previously existed. In addition the domestic vehicle trips for residents and visitors would be likely to exceed those by an agricultural worker visiting the site on a daily basis.

I refer you my previous comments regarding the limitations of the access arrangements, however, the applicant has now confirmed that the access gradient is within tolerances and the applicant suggests that agricultural vehicles already successfully negotiate the access to the application site and it is presumed other service and delivery vehicles already visit Monk’s Meadow Farm and The Nook.

There is little evidence that such vehicles have damaged the highway verges negotiating the access or evidence of collisions being caused on the highway as a consequence of traffic turning to and from this access.

The applicant does, however, have scope to secure significant improvement to leading direction visibility for both existing and proposed users by ensuring that no object greater than 1m in height relative to the emerging driver’s eye height is permitted in advance of a 2.4m x 160m visibility splay to the south of the access. This Authority would look to this being covered by condition.

Conditions would also be recommended on site access, parking, loading/ unloading and manoeuvring space as well as a refuse bin dwell area close to the access. Additionally it would be recommended that there should be no direct access either vehicular or pedestrian between the remainder of the site frontage and the public highway. Subject to all of the above it is considered that a highway objection would be difficult to sustain.

If your Authority is minded to approve an agricultural dwelling at this location in support of surrounding controlled land, then I would look to conditions to cover the following being included in any consent granted in the interests of highway safety:

Before any operations are commenced, space shall be provided within the site curtilage for site accommodation, storage of plant and materials, parking and manoeuvring of site operative’s and visitor’s vehicles together with the loading / unloading and manoeuvring of goods vehicles, designed, laid out and constructed all as may be agreed with the Local Planning Authority in advance of construction work commencing and maintained free from impediment throughout the duration of construction works.

Before any operations are commenced (excluding above), the existing access shall be improved in accordance with a scheme to be submitted and approved, laid out, constructed and provided with visibility sightlines of 2.4m x 160m in the leading direction (i.e. towards Chapel en le Frith), the area in advance of the sightlines being kept clear, in perpetuity, of any planting above 600mm or structure in excess of 1m, measured above the adjacent carriageway channel.

For avoidance of doubt there shall be no other point of access (either pedestrian or vehicular) to the development other than that shown on the application drawings.

Before any operations are commenced (excluding above), the applicant shall submit a parking and turning scheme; the details should include parking spaces measuring a minimum of 2.4m x 4.8m and an area of at least 9m x 9m or other such turning facility demonstrated by means of swept paths clear of all parking provision. The approved parking and turning layout should be fully implemented and available for use prior to occupation and maintained thereafter free from

impediment to designated use.

Prior to the occupation adequate bin storage and a bin dwell area for use on refuse collection days shall be provided clear of the public highway, within the site curtilage clear of all access and parking and turning provision and retained thereafter free from impediment to designated use."

Assessment

A further detailed consultation response has been received from the Highway Authority since the committee report was written. This update has been produced for the meeting and should be read in conjunction with the committee report.

Following discussions with the applicant the Authority now state the view that the existing access falls within tolerances for gradient and also note that the existing access is currently used by agricultural buildings along with other vehicles accessing Monk's Meadow Farm and the Nook. The Highway Authority also now considers that any intensification in vehicle movements to the site will be partially offset by the reduction in trips to the land by agricultural workers visiting from a remote location.

On that basis therefore the Authority have withdrawn their objection to the development and now recommend planning conditions in the event the Authority is minded to approve planning permission.

The Highway Authority recommend that the existing access is provided with improved visibility sightlines in the direction of Chapel en le Frith. Officers have discussed this with the agent who advises that the access is not within land under the applicant's ownership or control and there is no indication who the landowner is and whether they would be likely to agree to improvement works taking place.

However, given the conclusions from the Highway Authority that the any intensification in vehicle movements will be partially offset by the reduction in trips by agricultural workers visiting the site it is considered that it would not be necessary to require visibility improvements or refuse planning permission if these can not be secured.

There remaining conditions recommended by the Highway Authority are considered to be reasonable and necessary.

Conclusion

Given the revised comments from the Highway Authority Officers now conclude that, subject to the imposition of appropriate conditions, that the development would not harm highway safety or the amenity of road users or be contrary to policies T7, LT11 or LT18. Accordingly the recommendation is now for approval subject to the conditions outlined in this update.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil

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