

# Agenda item

## Full Application - Retrospective planning consent on Midhope Moor to restore and repair previously damaged access route to include laying of plastic access mesh to facilitate vehicular access. Open moorland site, split by the Cut Gate Path and crossing Mickleden Beck on Midhope Moor

- [Meeting of Planning Committee, Friday 15th June 2018 10.00 am \(Item 68/18\)](#)
- This matters?

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### Minutes:

The Officer introduced the report and informed Members that this was a retrospective planning application. The original track was laid in 2014 and recently overlaid with a green plastic reinforcement matting, secured with metal pins. The purpose of the track was to allow vehicular access for moorland restoration.

The following spoke under the Public Participation at Meetings Scheme:

- Mr Milo Milinkovic, Objector
- Mr Richard Howson, Agent

Members were unclear as to why the track was needed as there were other methods of access which could be used without causing visual harm to the landscape.

The Officer recommendation to refuse the application, was moved, seconded, put to the vote and carried.

### RESOLVED:

To REFUSE the application for the following reasons:

- 1. The justification for the access matting advanced in the applicants supporting statement does not amount to exceptional circumstances to warrant development in the Natural Zone. The proposal is therefore unacceptable in principle and contrary to policies L1, LC1, GSP1-3 and paragraph 115 and 118 of the NPPF.**
  
- 2. The adverse visual impact of the matting itself and the consequent changes to the vegetation along its length arising from its installation significantly harms the valued character and appearance of the moorland landscape contrary to policies L1, LC4, GSP1-3 and NPPF paragraphs 115 and 118.**
  
- 3. Harm to the moorland ecology and habitat along the length of the application site from the initial installation of the matting and associated groundworks coupled with the damage caused subsequently from the increased vehicle use of the route contrary to policies L2 and LC17.**