

PROPOSED
STABLE BUILDING
AT
AUSTIN HOUSE
MALT KILN LANE
CHIPPING

DESIGN AND ACCESS STATEMENT

AS 30/12/16

LOCATION

Land ownership includes Austin House and curtilage land south-east of Chipping Brook and a curved strip of land north-west of the brook which meanders north and beyond Chipping Brook weir (which incidentally is in a very poor state of disrepair).

The applicants have owned the land for 9 years

SITE DESCRIPTION

The land is long and narrow and wraps round the base and perimeter of neighbouring raised land to the north-west.

The opposite side to the south east is separated by the domestic curtilage of Austin House to the lower level of Chipping Brook with battered sides and stone dwarf retaining walls.

The average width of the land is 17.0m

To the north east of the application site is located an Electric Board sub station with poles and live wires both sides of the building.

As we understand there will be a "Way Leave" from the highway to access doors of the substation


The land falls within the extended Conservation Area of Chipping within an area of Outstanding Natural Beauty Policy E.N.V 1 Policy G5 land outside the main settlement village boundary as defined in the Ribble Valley District Local Plan adopted June 1998

There are three small fruit trees outside the application site as detailed on the site layout drawings of no significance to the application.

Within previous ownership and approximately 30 years there were two garages located along the north west boundary one measuring approximately 7.00 x 3.50m (see attached aerial photograph) In recent times the garage has been demolished. (the garage nearest to the highway was demolished before the aerial photograph)

Recent extensions to Austin house are based on the applicants family extended accommodation in particular for their children

As a progression of primary education their children are now involved with school leisure activities in particular "of the equine" nature with their eldest child becoming a member of the Chipping Pony Club


20/12/14

Under the circumstances the applicants wish to plan the erection of a stable block with some ancillary use for the maintenance and upkeep of their land.

PROPOSALS

The erection of a building on the same footprint as the previously demolished garage, as aerial photograph.

DESIGN

The building shall be rectangular in shape , measuring 7.60 x 4.60m 2.80m to the eaves with a 5.0m ridge height and 75% built in mezzanine floor.

Two stables shall be formed, Stable 1 shall be the principle , stable 2 with tack room shall be used as a spare stable subject to demand and pony ownership.

Stable 2 shall have an ancillary use for the storage of a small tractor and tools as appropriate.

The mezzanine floor shall be used for the storage of hay and a general ancillary store.

Access shall be from an external staircase located from the north gable with internal access from the open aspect of stable 2

MATERIALS

Wall construction shall be a 100mm concrete block shell , externally lined with a seasoned oak frame with horizontal stout weather boards

Similar stout fascia and barge boards.

Staircase out of seasoned oak timber

Roof cover out of small size (Chinese) blue slates

Rainwater goods out of cast aluminium gutters and down spouts.

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VISIBLE IMPACT

The way that the stable building relates to the landscape can be best appreciated in a series of kinetic views from Malt Kiln Lane moving east and west.

Approaching the application site from the west the stable only comes into view at the point when the road crosses at Atkinson Bridge principally screened by evergreen foliage east of Chipping Brook within the garden area of the house.

Here it contributes positively to the landscape against the back land raised area.

Seen from the east the stable is only gradually revealed and can at no point be seen in its entirety, when approaching the site entrance between the entrance gate and Atkinson Bridge

In both instances the stable provides a pleasing visible impact against the landscape and detracts from the unsightly commercial sub-station.

VEHICULAR ACCESS

In our opinion the existing access for its location and use can be considered acceptable.

However we are able to improve the visibility splays as shown proposed and a turning head within the site.

SUBSTATION

The "Way Leave" to the substation at all times is not compromised.

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