



JUDITH DOUGLAS TOWN PLANNING LIMITED

High Trees, Longsight Road, Clayton Le Dale, Blackburn  
BB2 7JA

Proposed stables and feed store, domestic garage, riding arena, new boundary wall/fence/hedge and alterations to accesses.

## Planning Statement JDTPLO239

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**STATEMENT IN SUPPORT OF A PLANNING APPLICATION FOR THE CONSTRUCTION OF STABLES AND FEED STORE, DOMESTIC GARAGE, RIDING ARENA, NEW BOUNDARY WALL/FENCE/HEDGE AND ALTERATIONS TO ACCESSES AT HIGH TREES, LONGSIGHT ROAD, CLAYTON LE DALE BLACKBURN BB2 7JA.**

**1 INTRODUCTION**

1.1 This planning statement has been prepared by Judith Douglas Town Planning Ltd in support of full planning application for development within the domestic curtilage and on agricultural land at High Trees, Longsight Road, Clayton Le Dale.

1.2 This statement provides a description of the site and the proposed development, its compliance with the development plan and an assessment of other material considerations. It should be read in conjunction with the accompanying information:

TRI-3261-01 and 02 Existing site plans

124 01 A Proposed site plan

124 02 Existing plans and elevations

124-03 Proposed plans and elevations

Location plan

**2.0 THE APPLICATION SITE AND SURROUNDING AREA**

2.1 The site is located within the open countryside outside a settlement boundary as defined in the Ribble Valley Housing and Economic Development, Development Plan Document. High Trees is set within a group of properties on the north side and fronting onto Longsight Road Clayton Le Dale. To the west is Little Woodfield Farm, Stonedale and Dunley and to the east Northwood with Northwood Caravan and Holiday park to the rear, Oak House, Tiggis Restaurant, The Shajan Restaurant and Mire Fold Farm Caravan Site to the rear.

2.2 High Trees comprises a detached true bungalow set within a large garden. It has vehicle access directly off the A59 in the rear garden there is a stable and store. Part of this building is located within an adjacent field. The field extends to approximately 1.84 acres and has a separate access onto the A59.

2.3 There have been recent alterations at the site which includes the erection of the stable and store, the construction of an access track through the field to the stables /storage building and

alterations to the vehicle access to the house and to the field. Prior to these alterations a stable building existed within the garden of the property and other outbuildings now demolished. The pre-existing vehicle access to the dwelling comprised two vehicle access points. This was reduced to one. There was also an agricultural vehicle access onto the road in the position of the current access.

2.4 There are no public footpaths near to the site. The area is not prone to flooding and is in flood zone 1 on the GOV.UK Flood map for planning.

### 3.0 THE PROPOSED DEVELOPMENT

3.1 The planning application seeks permission in retrospect for the proposed garage stables and storage building, the creation of a new access across to this building, and alterations to the vehicle access to the bungalow and to the agricultural land. Planning permission is sought for the riding arena and the new boundary treatment across the front of the site.

3.2 The whole site measures 0.95 hectares or 2.36 acres. The agricultural land comprises 0.75 hectares or 1.84 acres and the domestic curtilage is 0.2 hectares or 0.5 acres. The domestic curtilage of the property has not been altered by the recent developments at the site and this application does not propose an alteration to the domestic curtilage.



1 Aerial photograph 2015 Google Earth

- 3.3 The google earth image from 2015 clearly shows the definition between the large domestic curtilage of High Trees and the surrounding agricultural land. The domestic curtilage is closely mowed grass. The double domestic vehicle access points either side of a clipped hedge are visible adjacent to the highway. The vehicle crossings are marked on the highway by the broken white lines see aerial photograph 2.



2 Aerial photographs of the vehicle access point (dashed white lines) close up 2015 Google Earth.

- 3.4 The multi coloured roofed building to the rear of the bungalow shown on the aerial photograph are the former stables that were previously on the site. The proposed garage and stables replace this building and extend slightly onto the adjacent agricultural land. The proposed use of the building where it stands on the agricultural land is to be used for feed/bedding/agricultural equipment storage.
- 3.5 The garage, stables and equine/agricultural storage building measures 24.5m by 6.2m and is 3.8m high at the south eastern end and 4.05m at the north western end. It is constructed with concrete panels at the lower level with close boarded timber above and grey corrugated sheets with opaque panels on the roof. The roof provides a slight overhanging canopy on the front under which is positioned spotlights. The design and construction are typical of agricultural buildings in the area and does not look out of place especially as it replaces the stables that previously stood in the same location. The building is positioned downslope from the A59 and to the rear of High Trees where it is particularly well screened. The proposed design and location of the of the combined garage and stable building will have no adverse impact on the landscape.
- 3.6 The menage is proposed on a level part of the field close to the stables at the rear of the dwelling. It is a standard 20m by 40m arena and will be surrounded by a 1.2m post and rail

fence and surfaced in sand and rubber. A hardstanding is provided next to the stables for a trailer to store muck to be collected and spread elsewhere by the farmer.

- 3.7 The proposed domestic vehicle access is 3.8m wide with inward opening gates. The gates are positioned 7.2m back from the carriageway edge and the ground is to be surfaced in tarmac between the gates and the road. There is a fall on from the road down into the site which is described in section A-A.
- 3.8 A stone retaining wall is proposed along the domestic curtilage boundary to Longsight Road. In front of the bungalow the wall is to be up to 1.4m high reducing to 0.4m north east of the gate with a 1.8m close boarded fence behind it facing the road. Between the fence and the roadside verge is proposed a new hedge see section B-B and C-C. The land slopes away from the road so that the fence will appear lower than 1.8m. The fence is also set back over 3.5m from the carriageway edge. At the entrance, a 1.8m stone wall sweeps into the 2m gate posts see section A-A. Along the boundary of the field to the road a low-level is proposed a concrete wall 0.4m high. Behind this is a 1.8m close boarded fence and hedge. The wall fence and gates will provide security, screening, reduction in pollution and noise. Longsight Road is a main through route carrying high volumes of traffic.
- 3.9 The agricultural access is 7.4m wide with gates that open into the field. The gates are set back 8m. The entrance area is surfaced in tarmac. A tack runs from the access around the perimeter of the domestic curtilage to the garage and stables.

## **4 DEVELOPMENT PLAN POLICY**

- 4.1 The Development Plan for the purposes of this application comprises the Ribble Valley Core Strategy (adopted 2014) and the National Planning Policy Framework (NPPF) (2012).

### *Core Strategy (2014)*

- 4.2 The following policies are of relevance to the proposal:
- Key statement EN2: Landscape. As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials.

- Policy DMG1: General Considerations – sets out various criteria to be considered in assessing planning applications, including a high standard of building design, proposed development being sympathetic to existing land uses, highway safety and not adversely affecting the amenities of the area.
- Policy DME2: Landscape and Townscape protection. Seeks to protect important landscapes or landscapes features.
- Policy DMH5: Residential and curtilage extensions –must accord with policy DMG1 and any relevant designations within which the site is located.

## 5 EVALUATION

5.1 The main issues to be considered relating to the development are:

The impact of the development of the garage, stables and stores, the menage, the boundary treatment and the access track on the landscape.

The effect of the alteration to the accesses on highway safety.

Visual impact

5.2 High Trees is a modern detached bungalow set within a substantial garden. The proposed garage, stables and store are positioned at the rear of the house on land which slopes down gently away from Longsight Road. Similar patterns of development existing at other dwellings along Longsight Road including the neighbouring property Little Woodfield Farm which recently received planning permission for a large, detached garage, barn/stable and riding arena. Reference 3/2018/0484. Stonedale and Dunely also appear to have detached garages at the rear of their properties. High Trees is also on the edge of a group of business including the caravan site adjacent at Northwood which appears to have six pitches for static caravans and a large number of touring pitches.

5.3 The garage, stables and store are well screened in the landscape. The design of the building reflects modern agricultural buildings in the area and will not appear out of place in the landscape. The simple design and use of timber boarding as the main material is appropriate to this rural area. The proposed complies with the requirements of Key Statement EN2, policies DMG1, DME2 and DMH5.

5.4 The use of the land for grazing animals and horses is well-established so that the replacement stables and store and the introduction of a riding arena follow the existing pattern of land use. Manure from stables will be stored in a covered trailer until it is full. The manure will then be taken off the site by a farmer.

- 5.5 The proposed riding arena is also well screened for the wider landscape by the hedges and trees around the border of the site and the existing buildings at High Trees and Little Woodfield Farm. The access track which follows the existing boundary between the field and the garden will not be highly visible being screened by the roadside wall, fence and hedge. The turning area is partly in the domestic curtilage and partly in the field. Again, this area is well screened from the wider landscape and provides a space where larger vehicles associated with the horses and deliveries can turn. The proposal will not harm the visual qualities of the landscape and therefore are compliant with key statement EN2 and policy DME2
- 5.6 The proposed boundary treatment has been carefully designed to have a minimal impact on the rural character of the area. There is a mixture of roadside boundary treatments along Longsight Road. The applicant has chosen to provide a roadside hedge to preserve the rural appearance of the area. However, at the domestic entrance more formal walls and gates are proposed to make sure that the entrance to the house is clear to drivers.

#### Highway Safety

- 5.7 The entrance drive is designed with safety in mind ensuring that there is sufficient space in front of the gates for vehicles to pull clear of the highway. The existing accesses at the site are/were hazardous. The fact that there are two vehicle access to the bungalow is confusing for drivers. Reducing this to one access will improve safety. Visibility will be improved by removing the roadside hedge which is positioned at the back of the footway and moving it back behind a grass verge. The removal of the roadside hedge will also improve visibility for drivers using the access to Little Woodfield Farm to the south west of the site.
- 5.8 The pre-existing agricultural access was within the hedge line. There was no space for vehicles to pull clear of the highway and the entrance was narrow. The proposal to retain the altered access arrangements including additional improvements will improve highway safety by improving space for vehicles to turn into the site, the ability to pull clear of the highway before opening the gates, and prevent loose material being dragged onto the highway by providing a tarmac finished to the entrance area. It will be clear to visitors to the site which is the entrance to the bungalow, and which is the agricultural access to avoid hesitation before making turning movements. The proposal meets with the requirement of policy DMG1 in relation to highway safety.

## **6 CONCLUSION**

- 6.1 As we have described the proposals to retain the garage, stables and stores and the proposed construction of the riding arena, boundary treatment and alterations to the vehicle accesses are appropriate in design, location and form and accord with policies DMG1, and DMH5. The proposed erection of the combined garage, stable and storage building is appropriate to the location and for the use in connection with the domestic property and the agricultural land that it serves. The proposed menage is appropriately located close to the other buildings and is screened by existing trees hedgerows and buildings. This is compliant with Key Statement EN2 and policies DMG1 and DME2. The improvements to the vehicles access to the domestic property and the agricultural land will improve highway safety. Boundary improvements will enhance security and safety as well as reducing noise and pollution. The replacing of the roadside hedge with a new hedge set further back from the footway will improve visibility for drivers whilst preserving the rural character of the area. The improvements to the boundary have no adverse impact on the quality of the landscape and complies with policies DMH5, DMG1 and DME2 in this respect.