



Rose Hill Farm

PROPOSED ACCESS LANE

DESIGN & ACCESS STATEMENT

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1.0 Introduction

1.1 Project Information

Site Location:

Rose Hill Farm
Whalley Old Road
Billington
BB7 9JF

Prepared for:

Planning Submission

Date Prepared:

January 2026

Applicant:

Damian and Romy Hanson
C/O Agent

Agent:

Zara Moon Architects
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BB7 2DF

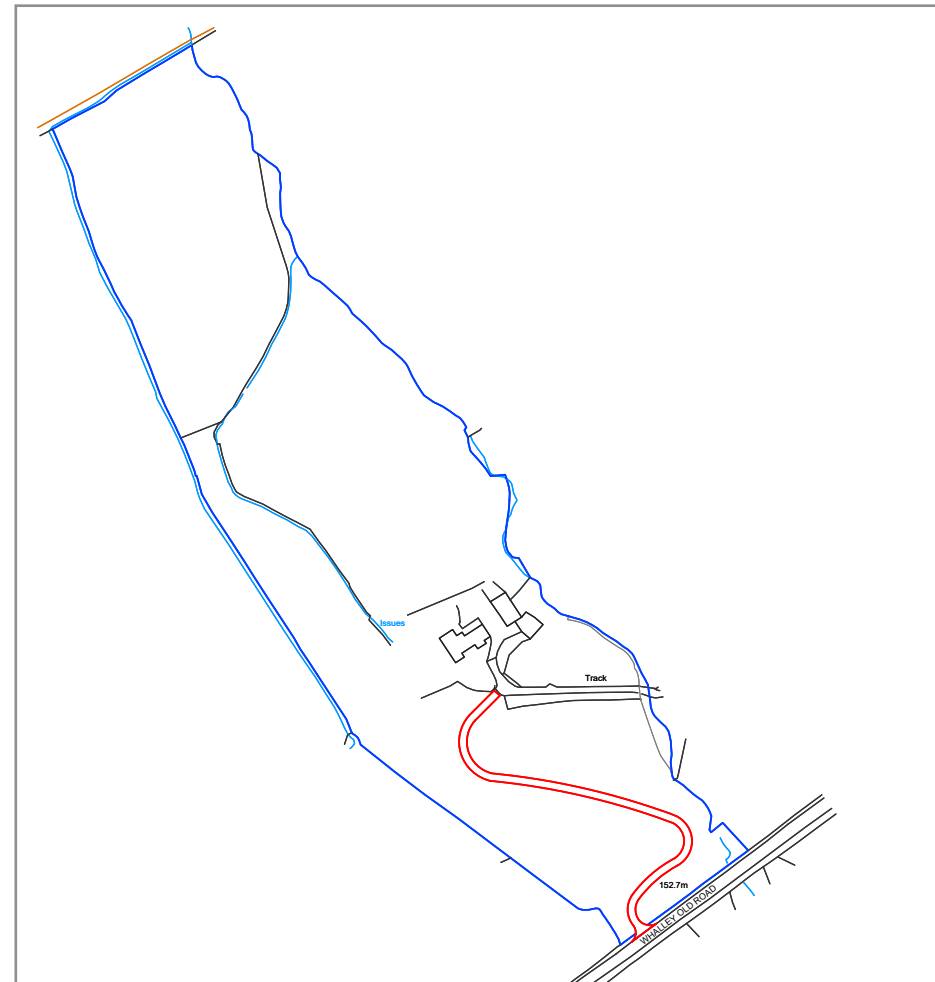
Contact: Zara Moon

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Development:

The proposal is the creation of new access lane.



Application boundary



Site location in context

1.2 Background

This Design and Access Statement has been prepared on behalf of Damian and Romy Hanson, to create a new access lane between Whalley Old Road and their land at Rose Hill Farm.

The property is currently accessed via a lane to the East which is shared by several dwellings, accessed from Whalley Old Road.

The proposal includes creating a new access lane within the field to the South of the property to provide private, direct access from Whalley Old Road.

Rose Hill Farm has recently obtained planning approval to demolish the existing house and outbuilding, and redevelop the site with a replacement, self-build, eco-home, detached outbuilding and garage (ref 3/2026/0140).

The extent of domestic curtilage is positioned locally to the dwelling, and will not include the access lane, or any of the field to the South.

The access lane will provide a track to access the property and surrounding land to the North. When the site is redeveloped, there will be no agricultural access through the house plot to the land to the North.

Creating a track between Whalley Old Road will allow a more direct route between Whalley Old Road and the

property along with access to the Northern fields for maintenance and livestock.

2.0 Pre-Application

2.1 Pre-Application Submission

Part of our concept development process involved engaging with the pre-application service to obtain input from the planning officer during the early stages of the project.

The pre-application was submitted in September 2025 and included a fully considered design proposal including the redevelopment of the house, and creation of the access lane (ref: RV/2025/ENQ/00099). We received the response in November 2025.

2.2 Pre-Application Response

To summarise, the response included the following comments regarding the access lane:

- The new access could be acceptable in the Green Belt subject to utilising the existing access and appropriate surfacing.
- The design needs to retain an agricultural aesthetic including the gates and surface treatment.

2.3 Post Pre-Application Comments

During the course of the planning application to redevelop the house and outbuilding, the access lane was omitted from the application so the house and access lane could be assessed separately.

LCC Highways had already provided their comments prior to omitting from the application. No objection was raised.

The planning officer raised a number of concerns which included:

- The length and position of the lane;
- Associated hard-surfaced entrance and stone walls;
- The change of character of the field which would introduce built-form to undeveloped land;
- Visual impact from the adjacent PROW.

The planning officer referred to a recent appeal decision at a different site location within the Ribble Valley to justify the above comments. The appeal was located at Evesons Barn, Simonstone Lane (appeal ref: 6001629).

2.4 Our Response

The design has been revised to omit the stone walling along Whalley Old Road, now the timber field-style gate will have timber post and rail fencing to both sides, along with proposed planting.

The timber field-gate will retain the existing field appearance, and the post and rail fence will maintain visibility through to the field and the openness of the Green Belt.

The field would not include any built-form or domestic-style hard surfacing or landscaping, instead the character of the field would remain rural, with a natural stone track and central verge, matching the existing shared access lane, and the adjacent golf course tracks.

There would be no visual impact from the PROW, as the track would be a rural lane matching the exact surface material and central verge of the existing access lane (please refer to proposed visualisations within this statement).

With regards to the appeal decision referred to by the planning officer, the key differences are covered in more detail in the next section.

2.5 Appeal 6001629

The appeal decision referred to by the planning officer is a very different application and proposal to this application, with the following key differences:

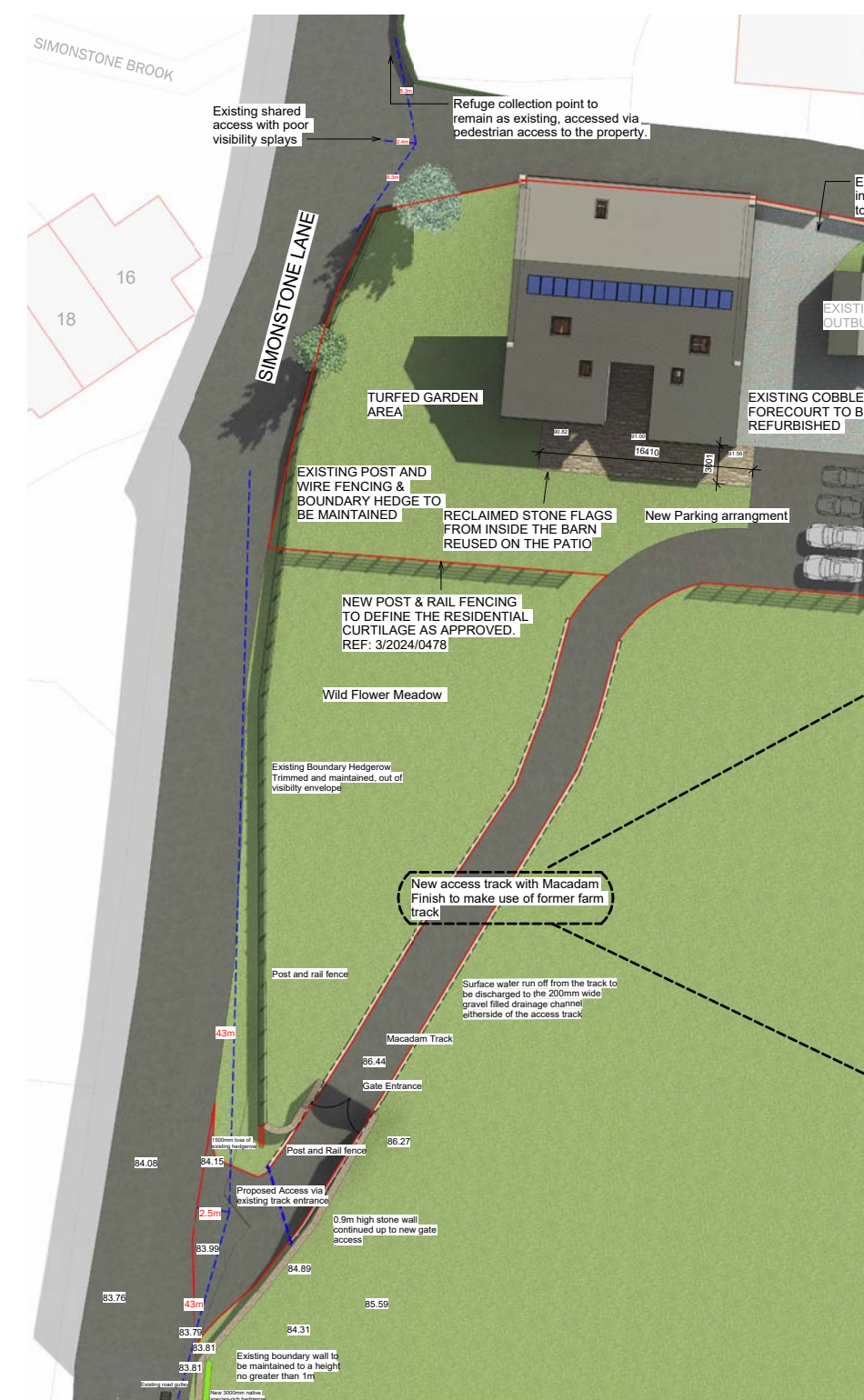
- The appeal proposed the change of use of agricultural land to residential;
- The proposed access was a fully tarmac road;
- The proposed gates were 2metre high domestic-style driveway gates;
- The proposal included stone walling to both sides of the road / access of a significant length;
- The field was on an elevated position, close to a main thoroughfare in Simonstone, and the full extent of the access road would be visible from the main road;
- The lane reads as domestic as it visually connects directly to a dwelling at an elevated position.



Proposed driveway gates for appeal 6001629.



Visibility from main road, connecting driveway to dwelling at elevated level.



Proposed site plan of appeal 6001629, showing long stone walls and tarmac road.

2.6 Application Proposal

In contrast to the appeal scheme, our proposal for this application has the following key differences:

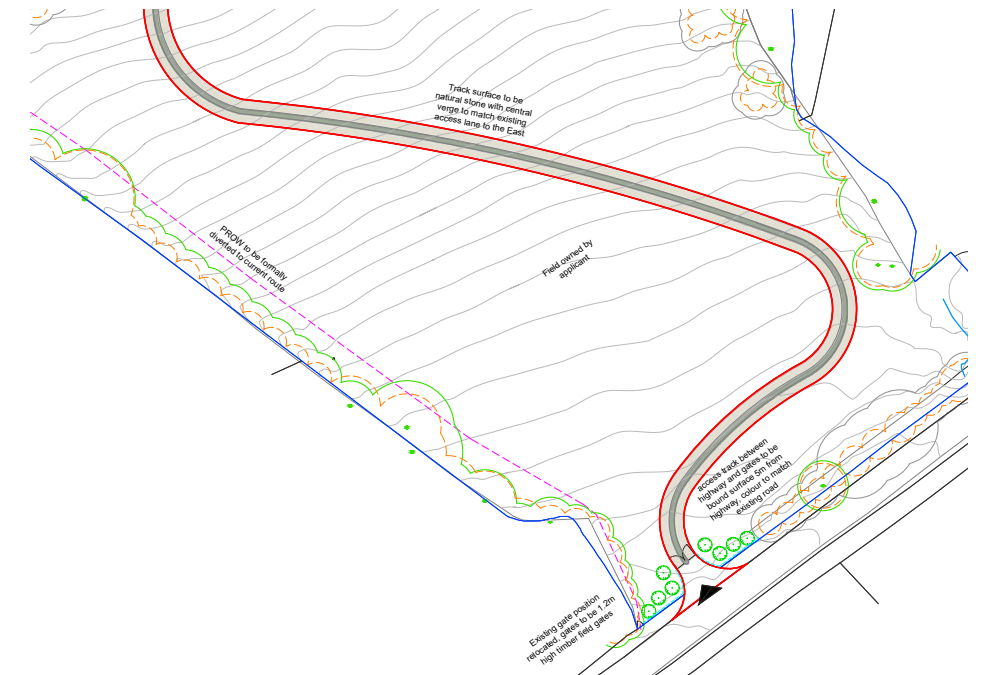
- The track will remain in agricultural use, and does not need to change to domestic use;
- Includes repositioning an existing field gate rather than creating a new access point;
- The proposed access gate will be a 1.2metre high timber, open field-style gate;
- The only boundary treatment is a small section of timber post-and-rail fence either side of the field gate;
- The track surface is natural stone with a central verge to match the existing access lane;
- The route follows the natural topography of the hill;
- The access lane is not visible from the main road as the field falls significantly from South to North;
- The house is not visible from the main road, so the track does not read as being connected to a house.



Proposed access gates. Visualisation shows the access lane would not be visible, and the rural character is maintained.



Existing PROW gate to remain, field gate to be repositioned. Existing photo shows the house and lane would not be visible from the road due to the natural topography of the field.



Proposed planting will continue the existing planting along Whalley Old Road. Track surface is natural stone with a central verge.



Existing shared access lane surface treatment. Proposed track to match.

3.0 Planning Policy

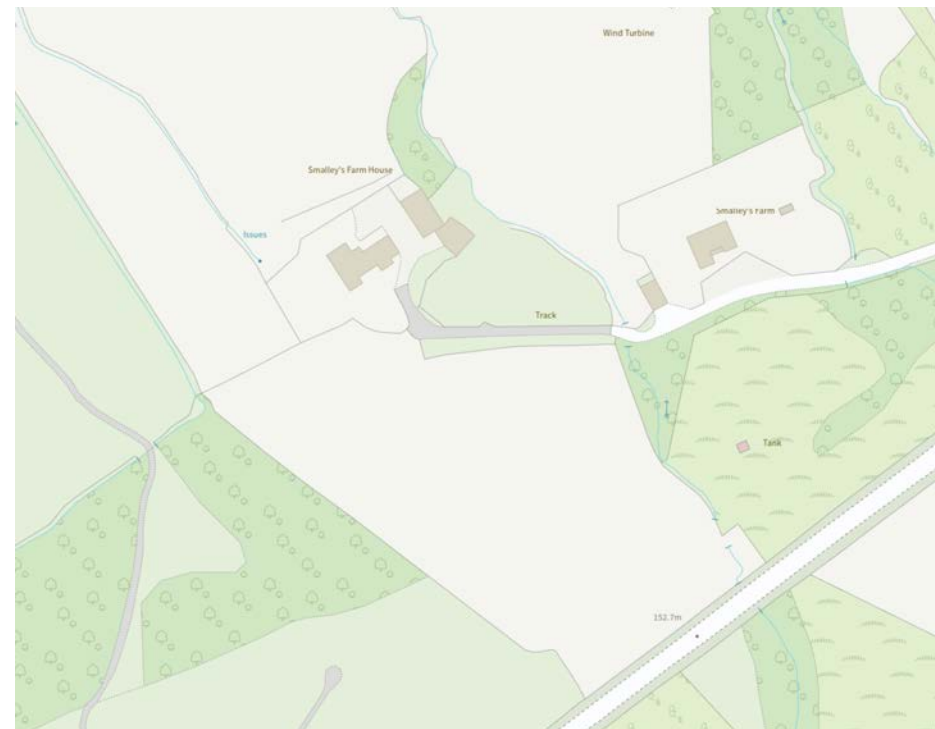
3.1 Planning Policy

Site designation:

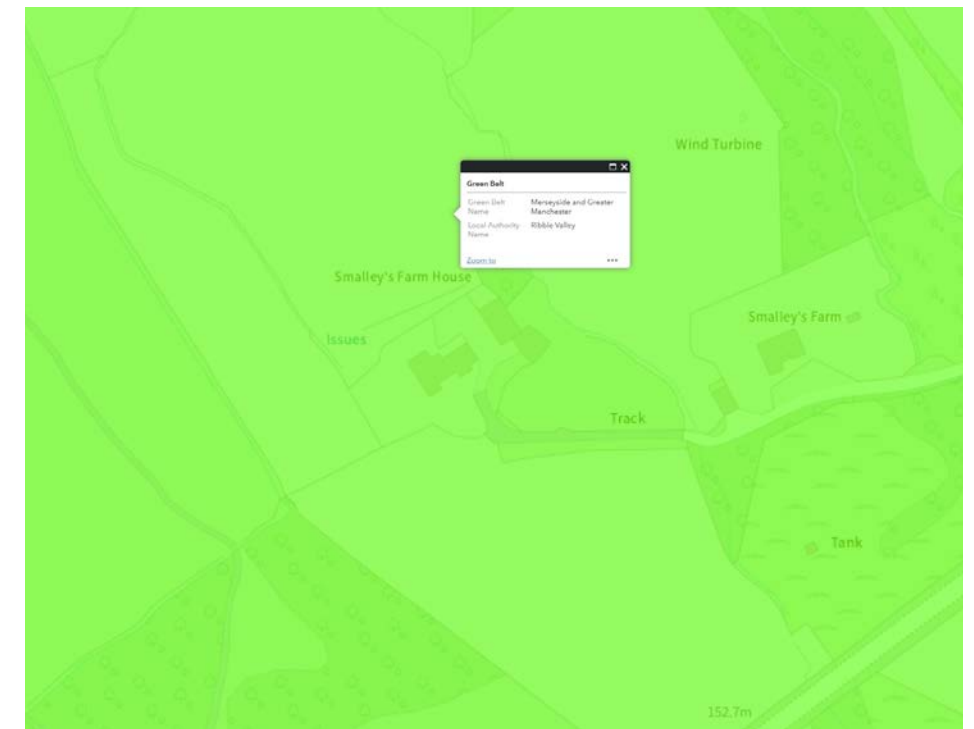
- Green Belt

Other planning matters:

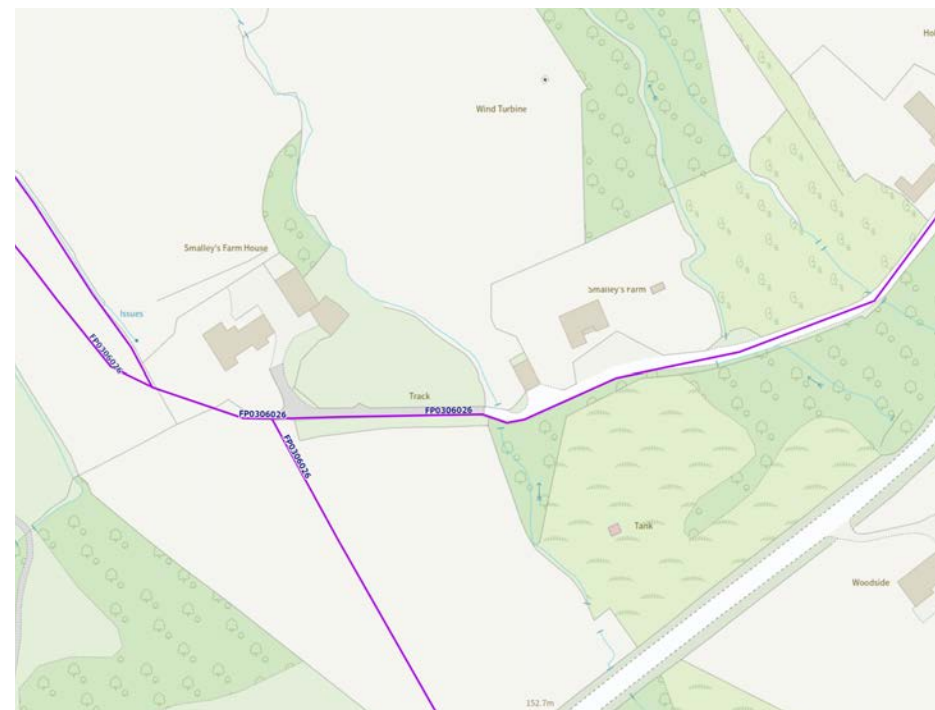
- The site is not located within a Flood zone.
- The buildings are not listed.
- The new access lane needs to be designed and sited to ensure there is no impact to the openness of the Green Belt.
- The existing PROW will be formally re-routed to the actual route, please refer to section 4.6 of this statement for further detail.



OS map.



Green Belt map.



Public footpaths which pass through the site.



Aerial shows the existing shared access lane is natural stone with a central verge.

3.2 Character of Site & Context

To ensure there is no impact to the Green Belt, the access track and gates need to remain rural in character, with materials commonly used within the locality.

The characteristics of the site and local context include the following:

- Timber field gates;
- Timber post and rail fencing;
- Natural stone;
- Stone access lanes with a central verge;
- Natural landscaping;
- Meandering tracks within the landscape;
- The adjacent golf course tracks.

The route needs to be positioned to follow the existing topography of the hillside, following the most natural route down the field. This route is visually distinguishable when visiting the site in person, and when viewing site aerials.

As the natural route through the field is followed, the track blends in harmoniously with the landscape, and naturally screens itself from distance viewpoints and the adjacent PROW.

Stone access tracks with a central verge are present throughout the Ribble Valley, and are a key characteristic of rural farms and properties. The track would therefore reflect the existing character of the Green Belt and would have no visual impact to the site or surrounding context.



Existing field access gates on Whalley Old Road.



Character of site - timber field gates, and a stone track with central verge.



Adjacent golf course adjacent with stone tracks within the landscape.



Existing access track to remain PROW.

4.0 New Access Lane

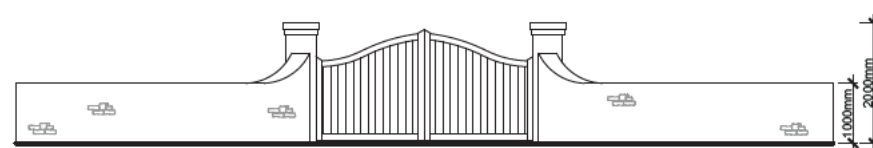
4.1 RVBC Pre-App

A pre-application was submitted to RVBC by a different agent prior to ZMA's appointment. The pre-application requested advice regarding a new access driveway through the South field with gated entrance and walls onto Whalley Old Road.

The access lane design was indicative at the time, prior to completing a topographical survey or assessing the natural topography of the site.

The response stated the following:

- An extension to the curtilage to include the field / access lane would not be supported.
- The access drive would urbanise the field.
- The access drive would be highly visible from the PROW, impacting public views.
- There would be no impact to residential amenity.
- A tree survey and AIA would be required.
- BNG would apply.
- Engaging with the LCC highways pre-application service was recommended.



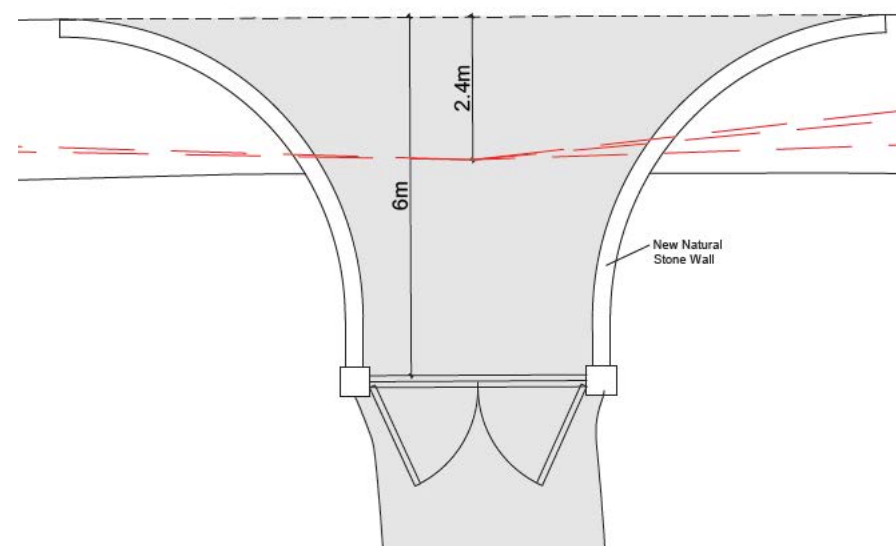
Proposed drawing submitted by previous agent during pre-application discussions for both RVBC and LCC Highways.

4.2 LCC Highways Pre-App

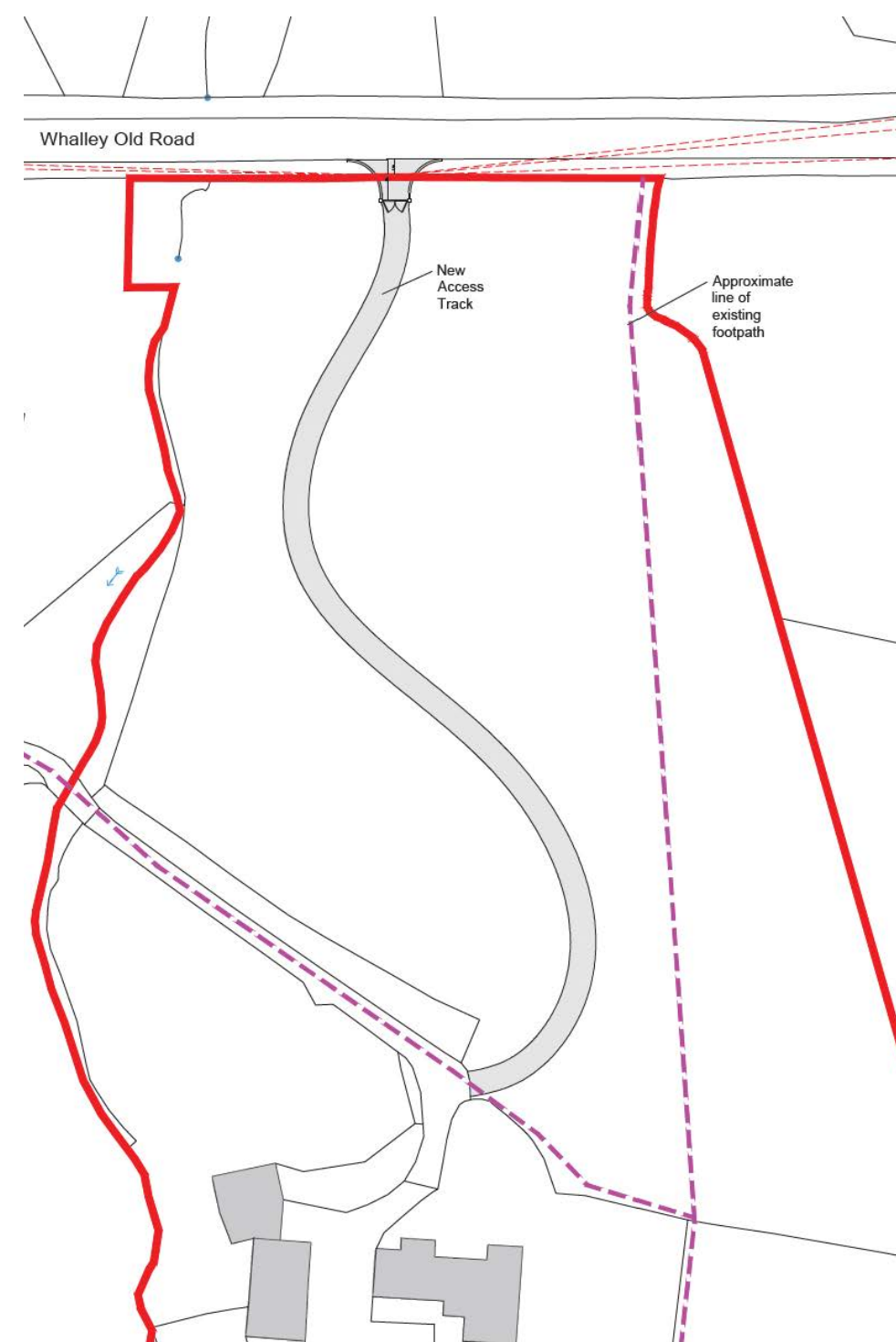
A pre-application was submitted to LCC highways by the same agent as the RVBC pre-application.

The response stated the following:

- The visibility splays shown would be acceptable.
- No structures or walls should be constructed within the highways verge (2.5m-3metres), therefore these should be removed from the verge area.
- The principle of access is acceptable, although the reason for this proposal should be provided along with any changes to the existing access and impact to the public footpaths.



Proposed drawing submitted by previous agent during pre-application discussions for both RVBC and LCC Highways.



Proposed drawing submitted by previous agent during pre-application discussions for both RVBC and LCC Highways.

4.3 New Design - Proposed Route

The indicative design completed by a previous agent, was prior to completing a topographical survey or assessing the natural topography of the site.

The access lane needs to be sited to work with the natural topography of the field, ensuring the lane will blend with the landscape and appear as though it has always been.

The field has now been fully surveyed in terms of site levels and existing access positions. Drone photography was taken of the field which also assisted with understanding the natural topography along with identifying a historic route from the field gate down to the house.

The access lane will follow this natural route, the lane will be surfaced in a natural stone with a central verge to maintain the rural character of the field, and the lane will be minimal in width.

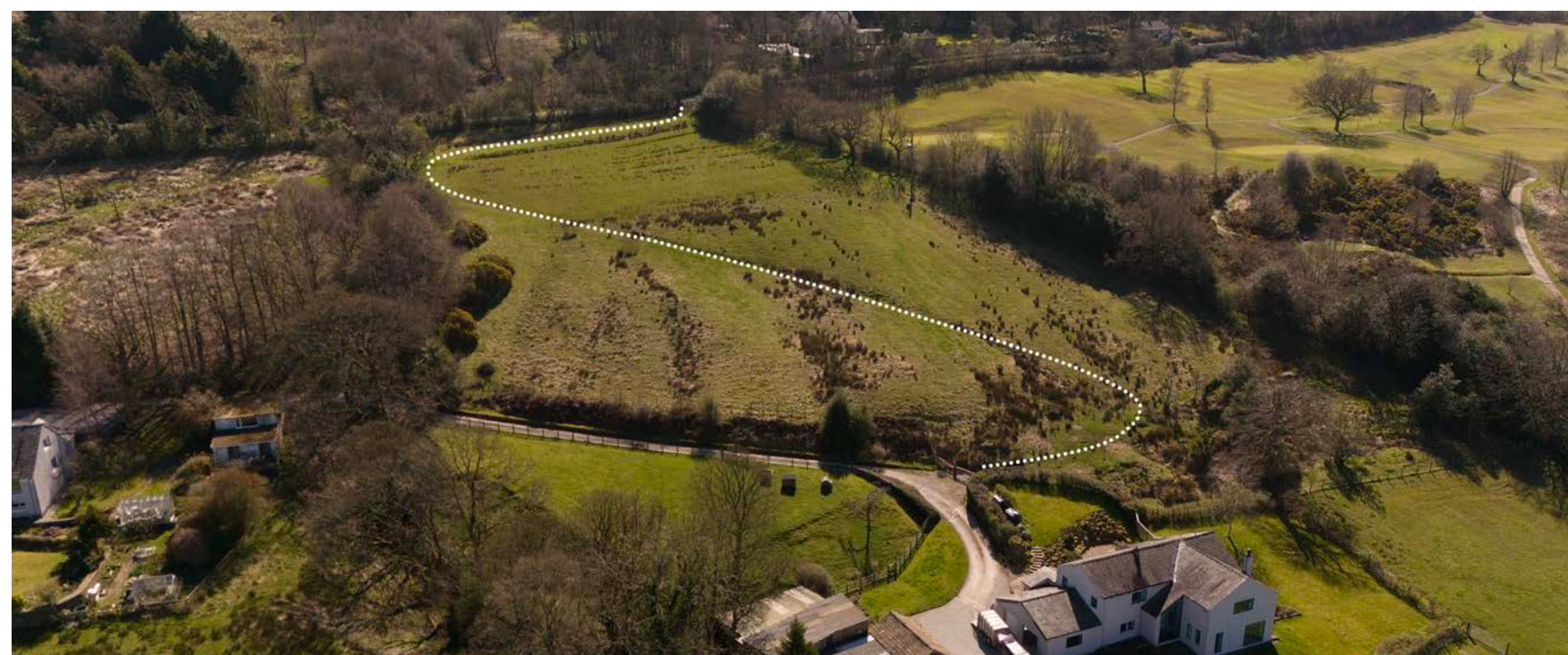
The access lane will not extend the domestic curtilage, and can remain in agricultural use, and the application boundary is limited to the track only.

No urbanised structures or domestic planting will be proposed in the field.

The access lane would not be visible from Whalley Old Road, and would only be partly visible from the PROW passing through the field. The lane would not appear incongruous within the landscape, instead it would have the same appearance as the existing lane and adjacent golf course tracks.



Existing site aerial showing natural topography of field.



Proposed route for access lane following natural route between existing gates.

4.4 Access onto Whalley Old Road

Compared to the previous agent's scheme, access onto Whalley Old Road now relocates and improves the existing gated access instead of creating a new second access point. The existing public footpath gate will therefore remain in its current location.

The application boundary does not include the full field, and is limited to the extent of the access track only. The track does not need to change use to residential.

Stone walls have now been omitted from the scheme, and 0.9m timber post-and-rail fencing is located either side of the entrance gates instead.

No structures will project into the highways verge.

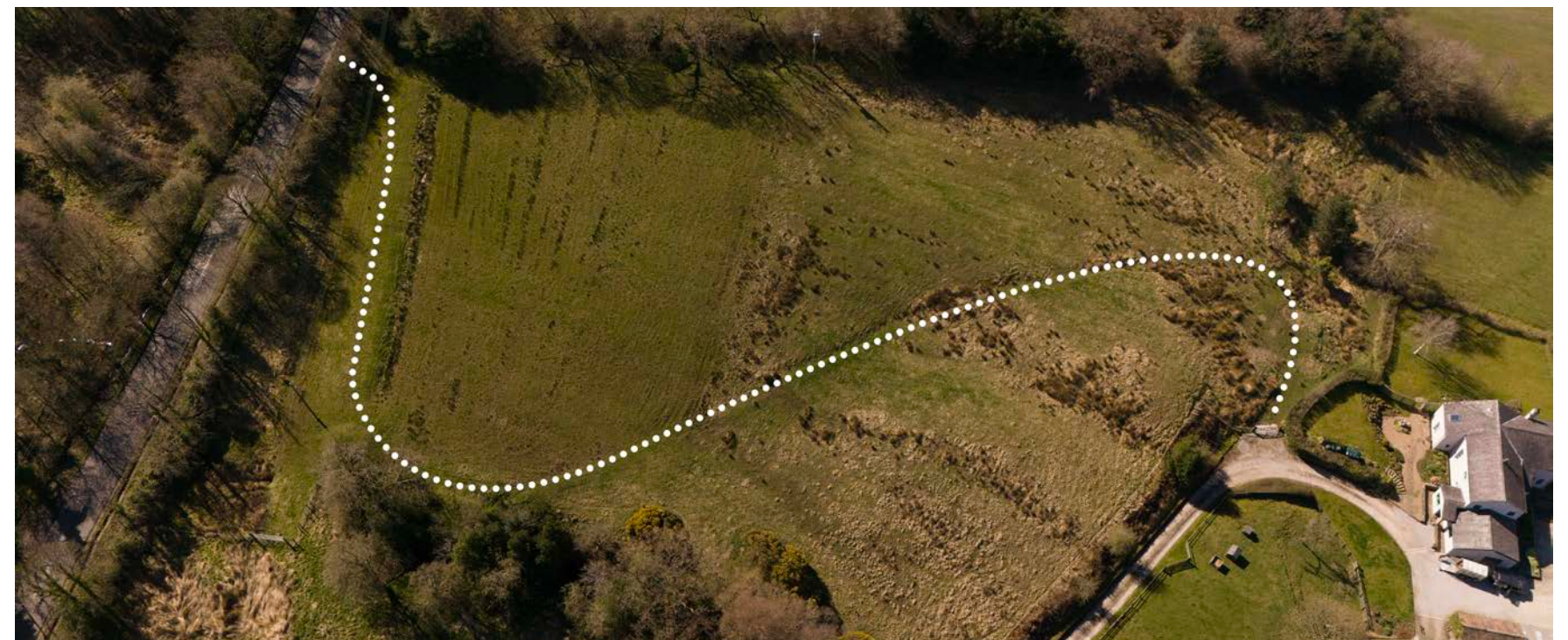
The entrance gates will be timber field gates rather than urban-style driveway gates.



Proposed timber field gates on Whalley Old Road.



Existing site aerial showing natural topography of field.



Proposed route for access lane following natural route between existing gates.

4.5 Proposed Materials

The timber field gates, and post and rail timber fencing will have the appearance of access into a field, similar to the existing gate arrangement.

As both the house and access will not be visible from Whalley Old Road, the access is not visually associated with a dwelling, and therefore does not have a domestic character.

As the route follows the natural route down the field, the track is screened from view by the natural topography of the field and wild landscaping.

The surface in front of the access gates will match the road surface, and the track surface will be natural stone with a central verge.

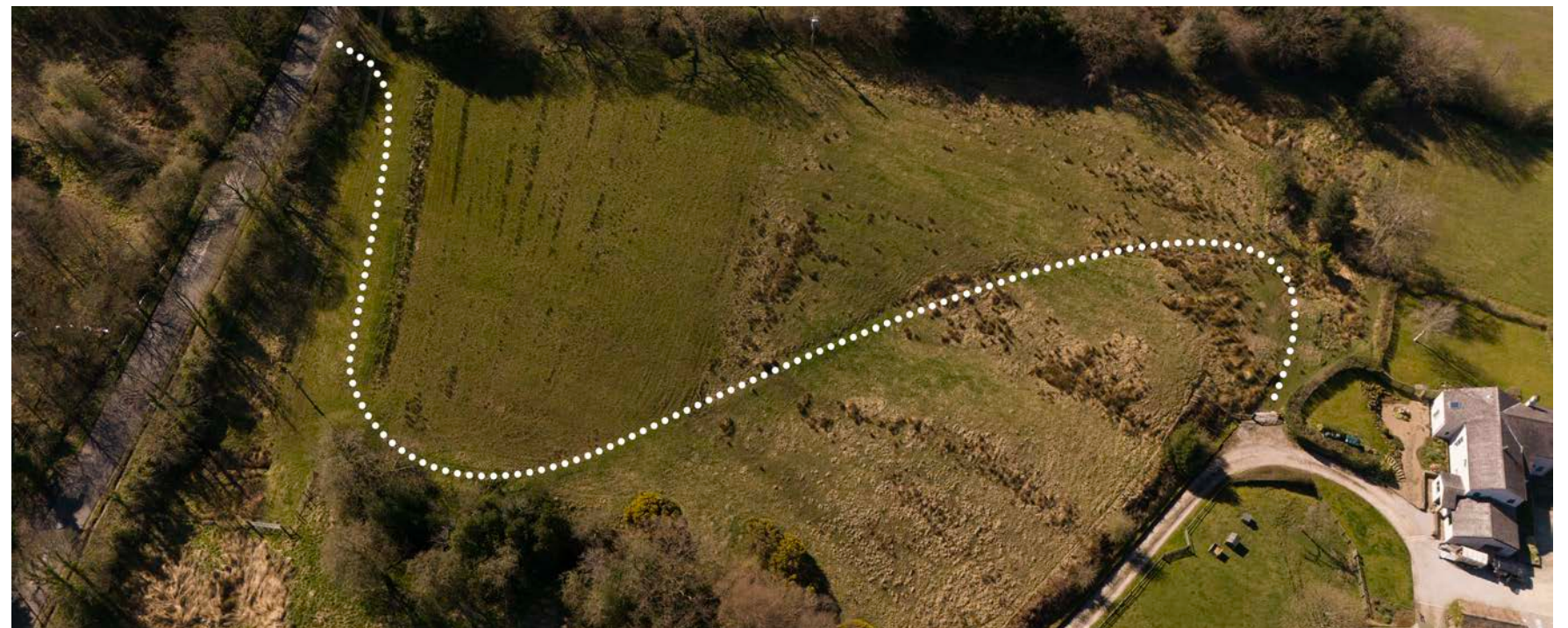
Proposed planting to both sides of the access gates will continue the existing planting along Whalley Old Road.



Existing PROW gate to remain in current location ,and field gate to be repositioned and changed to timber.



Proposed timber field gates with post and rail timber fencing to both sides.



Proposed route for access lane following natural route between existing gates.

4.6 Public Right of Way

The existing public footpath no longer follows the official route - please see aerial below which passes through the rear garden, and follows a steep, awkward route up the hill.

Walkers instead follow the Western field edge in both North and South fields, where there is a public footpath gate at the top and bottom.

To formally re-locate the route to its current location, the PROW will be diverted. It could also be defined by planting, a wild hedgerow, or a post-and-wire field boundary to guide walkers up the hill.

The public footpath travelling past the property and along the current access lane will remain as existing.



Existing site aerial showing actual public footpath route.



Official PROW routes which do not correspond with the actual routes.



Proposed route for access lane and PROW following natural route between existing gates.

4.7 Routes from Whalley Old Road

The adjacent diagram illustrates the existing and proposed routes between Whalley Old Road and the site.

The purple route highlights the journey when travelling from York village / Blackburn direction. Currently this covers a **760 metre** distance from the existing field access along Whalley Old Road, turning back on yourself at a hairpin bend, and along a shared access track.

To turn at the hairpin bend requires a 3-point turn within the centre of the road, which is unsafe for the person making the turn, and other road-users who are travelling along the road to encounter someone turning unexpectedly in the road.

The proposed access lane takes a more direct route through the field to the South of the property. Positioned along the natural route through the field, the access is significantly reduced in length to **208 metres** from Whalley Old Road to the site.



Current and proposed route from Whalley Old Road to the site.

5.0 Visual Impact

5.1 Visibility from Whalley Old Road - South

The property is positioned 154metres away from Whalley Old Road and sits at a substantially lower level. The property is therefore not visible from Whalley Old Road.

The timber field-gate will retain the existing field appearance, and the post and rail fence will maintain visibility through to the field and the openness of the Green Belt.



Proposed view from Whalley Old Road - house and access lane is not visible.



Existing view from Whalley Old Road - house is not visible.

5.2 Visibility from Whalley Road - North

The property is only partly visible from a distance viewpoint to the North-West, through a small break in the trees.

Only a small section of the field is visible from a distance viewpoint when travelling along Whalley Road approximately 550metres away.

The access track would not be visible from this viewpoint, and would therefore not be prominent within the landscape.

The only closer viewpoint of this field would be from within the golf course, of which only small glimpses would be visible, and due to the distance the track would be indistinguishable. If any of the track is visible from the golf course, the character would reflect the existing golf course tracks and would not appear out of character within the context.



Distance view from Whalley Road to North-West.

5.3 Visualisation - Proposed Access Gates



5.4 Visualisation - Access track within field

The field would not include any built-form or domestic-style hard surfacing or landscaping, instead the character of the field would remain rural, with a natural stone track and central verge, matching the existing shared access lane, and the adjacent golf course tracks.

There would be no visual impact from the PROW, as the track would be a rural lane matching the exact surface material and central verge of the existing access lane.



6.0 Conclusion

6.1 Conclusion

This Design and Access Statement has been prepared on behalf of Damian and Romy Hanson, to create a new access lane between Whalley Old Road and their land at Rose Hill Farm.

The property is currently accessed via a lane to the East which is shared by several dwellings, accessed from Whalley Old Road.

The proposal includes creating a new access lane within the field to the South of the property to provide private, direct access from Whalley Old Road.

Rose Hill Farm has recently obtained planning approval to demolish the existing house and outbuilding, and redevelop the site with a replacement, self-build, eco-home, detached outbuilding and garage (ref 3/2026/0140).

The extent of domestic curtilage is positioned locally to the dwelling, and will not include the access lane, or any of the field to the South.

The access lane will provide a track to access the property and surrounding land to the North. When the site is redeveloped, there will be no agricultural access through the house plot to the land to the North.

Creating a track between Whalley Old Road will allow a more direct route between Whalley Old Road and the

property along with access to the Northern fields for maintenance and livestock.

This statement has demonstrated the access track, gates and materials have been sensitively designed to reflect the rural character of site. The proposed visualisations also demonstrate there would be no visual impact, and the track would maintain the rural and open characteristics of the field and wider Green Belt.

The design has been derived from detailed site research and the existing site constraints and opportunities. The design uses local rural materials to complement the natural greenery of the site and minimise any impact on the openness of the Green Belt.

We welcome your comments and input on the scheme. Please contact the agent to arrange a meeting to discuss in further detail.



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