

APPLICATION NO PA/2014/1366

APPLICANT Mr G Salt

DEVELOPMENT Planning permission for new vehicular access to provide access to existing barns

LOCATION Hill Farm, A161 between Epworth and Haxey, Low Burnham, Haxey

PARISH HAXEY

WARD Axholme South

CASE OFFICER Tanya Coggon

SUMMARY RECOMMENDATION Grant permission subject to conditions

REASONS FOR REFERENCE TO COMMITTEE Objection by Haxey Parish Council

POLICIES

National Planning Policy Framework: None directly relevant.

North Lincolnshire Local Plan: Policy T2 (Access to Development) – all development must be provided with a satisfactory access.

North Lincolnshire Core Strategy: Policy CS3 (Development Limits) – development outside development limits will be restricted to that which is essential to the functioning of the countryside. This will include uses such as those related to agriculture, forestry or other uses which require a countryside location or those which will contribute to the sustainable development of the tourist industry.

CONSULTATIONS

Highways: No objections subject to conditions 3, 4 and 5 and an informative.

PARISH COUNCIL

Object to the application. Support residents views on safety grounds with regard to the linear visibility which is less than the stopping distance. The application noted that there was only a 40 metre linear visibility; the Highway Code states that in wet weather the stopping distance will be at least 46 metres. This is also assuming that no vehicle will be speeding at over 30mph which, as past history has proved, this is the majority of the time.

PUBLICITY

Neighbouring properties have been notified and a site notice posted. Two letters of objection have been received raising the following issues:

- The linear visibility is less than the stopping distance for a car travelling in wet conditions.
- There is a 40 metre linear visibility and the Highway Code states that in wet weather the stopping distance will be at least 46 metres. Any vehicles leaving the entrance in wet weather will cause an accident.
- It is assumed that no vehicles will be speeding over 30mph which is unlikely. There have been numerous accidents in recent years and it is difficult to maintain a speed of 30mph down a hill.
- Speeding problems are a regular occurrence on the A161 at Low Burnham.
- No exit is allowed at the bottom of the hill out of Low Burnham because of the dangers of collision.
- The access is unsafe due to reduced visibility.
- No other access should be permitted on this stretch of road.
- The change of use of the land is agriculture and allowing access is a change of use.

ASSESSMENT

It is proposed to install a new vehicular access to the existing barns on the site. The site is separate from the dwelling on the adjacent site known as Hill Farm. PA/2014/1030 was granted permission on 19 November 2014 to re-clad the existing single-storey section, replace a flat roof with a pitched roof, install new windows and relocate the access at Hill Farm. As a consequence of this planning permission, a new access point is required to serve the existing barns on the site which will be used for storage purposes.

The main issues associated with this proposal are whether the proposal is acceptable in planning policy and highway terms.

The site is located in Low Burnham which, at the present time, has no development limit and is therefore located within open countryside. There is a proposal to place a development boundary around Low Burnham in the council's housing and employment land allocation document, but this is just a proposal at this stage. In any case, it is not proposed to place this application site within the proposed development boundary. The application is not for a change of use of the land. The application is for a new access on the application site. In terms of its impact on the open countryside, the new access will have a minimal impact on the visual amenity of the countryside. The proposal, due to its siting, will not result in any demonstrable harm being caused to neighbours. The proposal therefore accords with policy CS3 of the Core Strategy.

In terms of highway issues raised by the parish council and the objector, it is accepted that this area of the A161 has had safety issues in the past. This has resulted in a new speed limit of 30mph being introduced and there is no exit for vehicles from the junction at the bottom of the hill that provides access into Low Burnham. In addition there is a speed monitoring sign on the A161 just outside Low Burnham, when travelling north from Haxey into Low Burnham. Highways have raised no objection to the proposal subject to highway conditions. The visibility splay on both sides of the proposed access is considered to be

acceptable in highway terms and as a result the proposal accords with policy T2 of the North Lincolnshire Local Plan.

RECOMMENDATION Grant permission subject to the following conditions:

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: 90-001 and 90-002.

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

4.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (or any order revoking and re-enacting that order with or without modification), nothing shall at any time be erected, retained, planted or allowed to grow over 1.05 metres in height above the level of the adjoining carriageway for a distance of 2 metres from the highway boundary across the site frontage.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

5.

The proposed access shall not be brought into use until it has been completed in accordance with the approved plans and thereafter retained as such at all times.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

6.

Any gates or gate positions at the vehicular access shall be set back a minimum distance of 5 metres from the nearside carriageway edge.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

7.

Provision shall be made and thereafter retained at all times to enable all vehicles to be turned within the curtilage of the site and enter the public highway in a forward gear.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

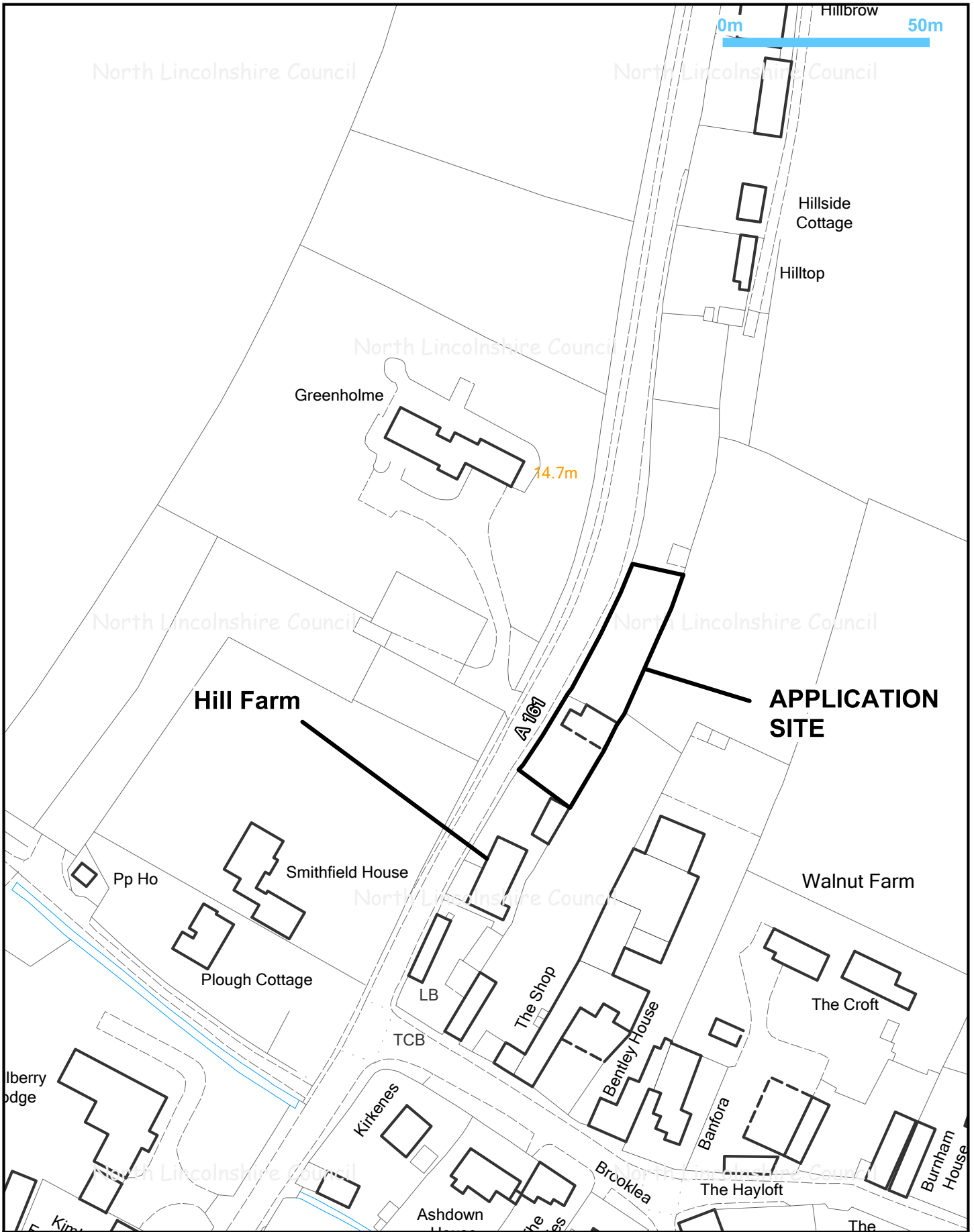
Informative 1

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

Informative 2

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



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PA/2014/1366 Proposed Access

Not to scale

