



SUPPORTING, DESIGN AND ACCESS STATEMENT

NEW AGRICULTURAL ACCESS & TRACK

AT

TRAY ASHES FARM,

ASH LANE,

WIDNES,

WA8 8JS

NOVEMBER 2022



1. ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

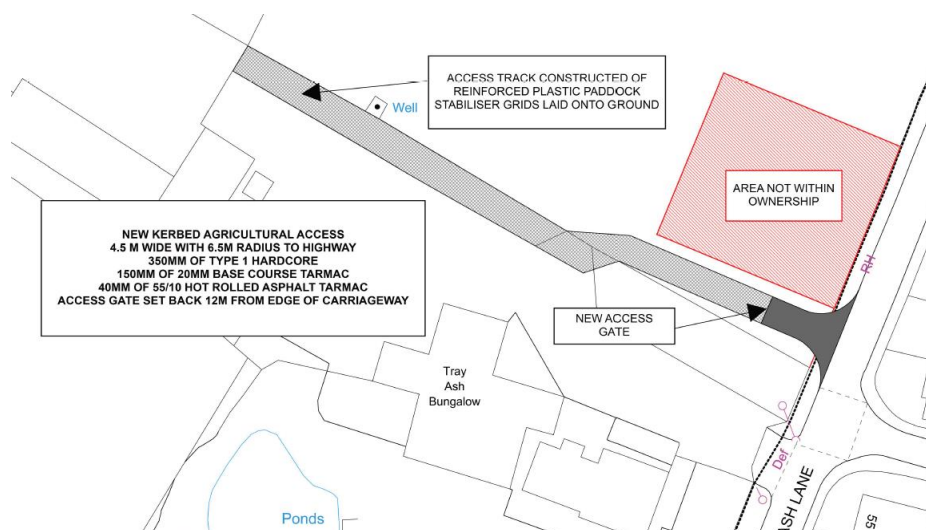
The following statement will endeavour to present information regarding the application for the proposed agricultural access and associated farm track at Tray Ashes Farm, on behalf of Prescott Farms (applicant Mr Nick Prescott)

The agricultural unit extends to over 5 hectares of land and the access and associated track is required for the essential and functional need of the holding. This means that the subject application process for this agricultural unit must meet the criteria of The General Permitted Development Order 2015 Schedule 2 Part 6 Class A.

We confirm that the applicant is engaged in running well-established agricultural operations set it 1 acres of modern farm buildings. A family run operation, registered County Parish Holding and Single Business Identifier with DEFRA. The land holdings at Ash Lane extend to 55 acres (owned) with an additional 30 acres rented locally. The majority of land is laid to grassland used for grazing and silage production, whilst circa 25 acres is set to combinable cropping - wheat whereby the straw is used for bedding and the corn milled for animal feed which is fed to the applicant suckler cows and followers together with a herd of store cattle which are kept up to 18 to 22 weeks

2. THE PROPOSAL

The subject application has been prepared for the construction of a new agricultural access and associated track off Ash Lane. Enquiries to the Local Planning Authority and Knowsley Highway Department have confirmed the road, Ash Lane, is not “a classified road, nor an adopted highway, although there is a public right of way over part of it”. However, although the actual access point is not required under a formal submission, the proposal has been combined to propose a small-scale development, access track for agricultural purposes but we believe the proposal would not be classed as inappropriate development in the Countryside. There is minimal loss of key agricultural land and joins an established access track used as existing to access the farmyard away from the farmhouse. Full detail in terms of design, scale and size can be observed on the accompanying drawing



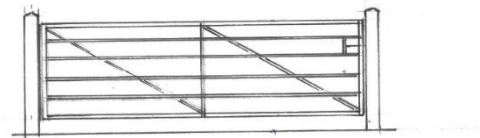


As shown above, minimal hedge will be removed, only at access point on to Ash Lane. New kerbed access 4.5m wide with 6.5m radius to highway constructed of 350mm type 1 hardcore, covered with 150mm of 20mm base course tarmac. 40mm of 55/10 hot rolled asphalt tarmac with access get set back 12m from edge of carriageway.

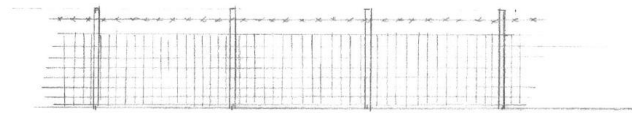
Whilst the internal track will be constructed of reinforced plastic paddock stabiliser rids laid flush to the ground, as shown to the right.



A new farm access gate as shown (4.2m x 1.25m high hung on 175mm wooden posts with galvanised fittings).



Whilst the internal field and track will be fenced with 100mm round tanalised timber round posts, 1.8m high with 900m galvanized netting attached with single strand of barbed wire set above. As shown below:



This access will allow for the safe access and egress of large farm machinery, tractors, and trailers especially during peak harvest times and allow the applicants to remain able to undertake the agricultural operations on the land off site and around the principal holding. The applicant has above standard vehicles and equipment examples of equipment as shown below





Whilst the site is accessed by large corn lorries and straw merchants and fertiliser delivery notwithstanding contractors for weed control with sprayer, example of these vehicles is shown below:





The proposal follows a pending application for the residential conversion of the traditional outbuildings (pending approval) and sale of the farmhouse; Therefore, intends to improve the safety and amenity of the residents of the house and the converted barn; at present all heavy agricultural vehicles pass through the residential curtilage. In terms of public safety, and farm safety it is much safer for agricultural machinery and lorries to utilise a new access where no people are likely to be.

There have been notable occasions that articulated lorries for deliveries as shown above, including the applicant's machinery and the local contractors agricultural machinery and implements have had issues accessing the site particularly as equipment is much larger than when the original small holding was established. Therefore, this application is seeking a safe solution and future-proofing the farms accessibility and growth.

HIGHWAY SAFETY

The proposal is not considered to have a detrimental impact upon highway safety. The use of the site is agricultural, and this is as existing and a retained use. The new access is confirmed to improve highway safety and accessibility to the yard (agricultural buildings).

PLANNING POLICY

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 AS AMENDED.

Class B allows:

The formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any Class in this Schedule (other than by Class A of this Part).

Unhelpfully "highway" is not defined in the Order.

The Town and Country Planning Act 1990 refers to the Highways Act 1980. That Act says:

Meaning of "highway".

In this Act, except where the context otherwise requires, "highway" means the whole or a part of a highway other than a ferry or waterway. In the Supreme Court case of *LB Southwark & Another v Transport for London* [2018] UKSC 63 it was said:

The word highway has no single meaning in the law but, in non-technical language, it is a way over which the public have rights of passage, whether on foot, on horseback or in (or on) vehicles.

If a development consists of various parts and one part requires separate planning permission, then the whole of the development requires planning permission. It is only if those parts attracting permission by Order are completed separately and distinctly that further permission would not be required.

The application is made for an agricultural access and track to connect the existing agricultural unit. The track we believe requires formal approval but wishes to consult on the proposal for ease.



CONCLUSIONS

As it has been set out previously in this statement, the agricultural activities undertaken at Tray Ashes Farm are significantly impaired by the absence of a dedicated and appropriately sized agricultural access. The existing arrangements are either sub-standard or now impeded by residential activity.

The principle of a new agricultural access is considered to accord with National and Local Planning Policy, which underlying stipulates as requirement of safe and convenient vehicular access to be designed within new development proposals, particularly through the adequate provision of visibility splays. There is no issue with viability at the proposed location and the proposal meets public and farm safety.

This statement has demonstrated that there is an essential and functional need for the new access to allow the applicant to efficiently manage land, productivity, and growth. We are not aware of any other site-specific constraints that exist that would prevent development.

The proposal would be a sustainable form of development in line with agriculture and rural growth/ economy. As such, although this application is made under the Town and Country Planning Act (GPD order 2015) Class B, the proposal is fully in accordance with policy local and national, paragraph 11 of the National {Planning Policy Framework therefore planning permission should be approved. There are no material considerations to indicate otherwise.