

DESIGN AND ACCESS STATEMENT AND APPRAISAL

INSTRUCTIONS

We have received instructions to prepare a Design and Access Statement and Appraisal as supplementary evidence to a planning application for a temporary dwelling (mobile home) and new building on site at Fourways Farm, Narrow Lane, Wymeswold, Leicestershire in relation to the aviation operations at Fourways Farm Airstrip.

BACKGROUND

Fourways Farm Airstrip lies to the south east of the village of Wymeswold and is located on a remote site amounting to 6.1 hectares of land in one block on Narrow Lane. Access is via an existing shared access (the applicants have legal right of way). Cattle buildings are located at the entrance to the site with a long driveway leading to the aircraft hangar and car parking area.

The site is used for the storage of aircraft within a purpose built aircraft hangar. The grass air strip is well maintained and runs the length of the site. The site has been used for many years for the existing purpose, but has only recently been taken over by the applicants. An agreement between the applicants and East Midlands Airport has been drawn up and specifies that the applicants can accommodate up to 4 planes within the air craft hangar on site. The applicants wish to expand the services and facilities on site, however given the recent terrorist attacks the applicants are reluctant to advertise the isolated airstrip unless they can fulfil the security and operational requirements of the site by being present at all times.



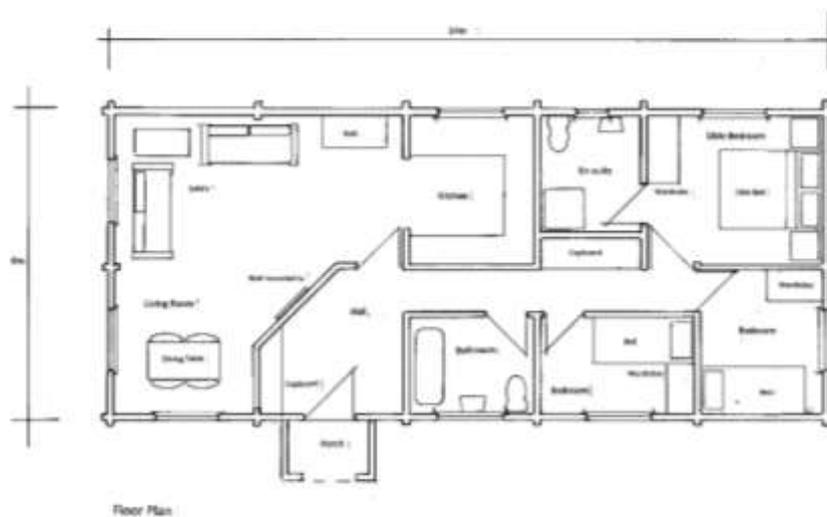
FOURWAYS FARM AIR STRIP, WYMESWOLD

DESIGN PRINCIPLES OF PROPOSED TEMPORARY DWELLING (MOBILE HOME)



- The mobile home will be a low impact building with timber cladding, which will serve to give it a rustic finish and enable it to blend into its rural surroundings.
- The scale and mass of the mobile home is considered to be commensurate with the size of the site.

FLOOR PLAN



- Access is via a porch into a hallway.
- The mobile home has a layout that is commensurate with the functional living requirements of living and working in the countryside.
- The kitchen, dining and living space is open plan, so despite its modest nature the mobile home has a feeling of a spacious living space.
- There are 3 bedrooms and a family bathroom. The master bedroom benefits from en-suite facilities.

LANDSCAPING

The site is well screened with existing hedgerows. The proposals will have no impact on the existing hedges and trees on the site. There is an existing pond on site, the applicants commissioned an Ecological Survey of the site and the report is included within the submissions.

ACCESS AND MOVEMENT

The mobile home will have no impact on the existing access and movement on site. Due consideration has been given to the position of the mobile home in relation to the existing building and the airstrip, so as to ensure that it meets aviation safety guidelines to ensure the safe operation of the airstrip. It has also been positioned to promote surveillance of the site at all times.

The design of the mobile home is all on one level and the siting of doorways and open plan layout ensures that it is easily accessible for persons with a disability.

PLANNING POLICY CONTEXT

All proposals for dwellings in open countryside have to be in accordance with Government Planning Guidance, whilst ensuring that they are in line with Local Adopted Development Strategies.

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF introduces three dimensions to the term sustainable development; economic, social and environmental, in addition to the 12 core principles against which a proposal should be judged.

PARAGRAPH 17 CORE PLANNING PRINCIPLES

"Within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan making and decision taking. These 12 principles are that planning should:

- Be genuinely plan led, empowering local people to shape their surroundings, with sufficient local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up to date, and be based on joint working and cooperation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability and set out a clear strategy for allocating

sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the green belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the use of renewable resources (for example, by the development of renewable energy);
- Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this framework;
- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs".

Attention to detail throughout the design process has resulted in a proposal that conforms to the core principles for development in the NPPF, (2012).

PARAGRAPH 28 - RURAL ECONOMY

“Planning Policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plan”.

PARAGRAPH 55 - ESSENTIAL NEED

To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances such as;

1. The essential need for a rural worker to live permanently at or near their place of work in the countryside”.

PARAGRAPH 58 - REQUIRING GOOD DESIGN

"Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an outstanding evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscape".

PARAGRAPH 61 - REQUIRING GOOD DESIGN

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

CHARNWOOD BOROUGH COUNCIL CORE STRATEGY

The Charnwood Borough Core Strategy was adopted in November 2015. Policy CS11 relates to applications in the countryside.

POLICY CS11

LANDSCAPE AND COUNTRYSIDE

"We will support and protect the character of our landscape and countryside by;

- Requiring new developments to protect landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local landscape character assessments;
- Requiring new development to take into account and mitigate its impact on tranquillity;
- Requiring new development to maintain the separate identities of our towns and villages;
- Supporting rural economic development, or residential development which has a strong relationship with the operational requirements of agriculture, horticulture,

forestry and other land based industries and contributes to a low carbon economy, in accordance with policy CS10;

- Supporting the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community-led plan;
- And supporting rural communities by allowing housing development for local needs in accordance with policy CS3.

We will protect the predominantly open and undeveloped character of areas of local separation unless new development clearly maintains the separation between the built up areas of these settlements”.

POLICY EVALUATION

The proposal is in accordance with paragraph 28 and will provide local employment in addition to supporting the rural economy through the use of local businesses.

The appraisal provides an assessment of the essential need for a worker to reside on the site, it is considered that in this instance there are special circumstances and therefore the application is in line with the criteria of paragraph 55 of the NPPF (2012).

The design has been led by the need to ensure that the overall characteristics of the rural setting are maintained, whilst adhering to the identified operational need of the site, to ensure that it is in line with paragraphs 58 and 61 of the NPPF, (2012).

OPERATIONAL- ESSENTIAL NEED CRITERIA

In accordance with the East Midlands Airport Agreement the applicants propose to have four aircraft based on site within the existing aircraft hangar. The applicant's propose to erect a further storage building on site that will also incorporate toilet and office facilities to serve users of the air field.

Whilst it is acknowledged that this type of application could be considered to be contrary to the normal planning policy approach, it should be noted that not all applications can fit neatly in to the “criteria” and it is therefore imperative that the individual merits of the application are considered and that the wider benefits of supporting the application are identified.

Paragraph 55 requires an essential need criteria to be met, but seeks to promote sustainable development in special circumstances. It is considered that the proposal is justifiable and in this instance meets the special circumstances criteria. The need for residence on site is essential to the operations and security of the planes and the high risk of unauthorised use of the airstrip on the site.

ANTI- TERRORISM

Given the recent terrorist attacks on London and Manchester the UK remains at a "Severe Level of Alert". As demonstrated by the supplementary evidence, unattended rural airstrips are vulnerable to use by un-known aircraft. Police are proactively raising awareness of the need for 24 hour surveillance of un-known aircraft seeking to use airstrips for moving explosives or illegal substances. As substantiated by the submitted evidence, the nationwide Project Pegasus is bringing police forces together to reduce the threat of terrorism and organised crime with a focus on ensuring that all airstrip operators are vigilant

at all times to raise the alarm immediately should any criminal activities occur. Most rural airstrips are already located on established farms that are served by a dwelling and are therefore less at risk of criminal activity, unfortunately this is not the case for Fourways Farm, as the applicants live several miles away and as such the site is very vulnerable, especially at night when left unattended.

PROJECT PEGASUS

Project Pegasus is raising awareness to airstrip operators to look out for;

Is the pilot:

- Inexperienced, nervous or vulnerable to pressure?
- Flying at the edge of his capabilities?
- Disregarding weather conditions?
- Pushing their luck on short airstrips or in low light?
- Taking risks with fuel? Damaging planes too often?
- Ignoring regulations? Filing misleading or false General Aviation Reports or Flight Plans?
- Being secretive about passengers, flights, routes?
- Are there suspicious people around?

Is the Aircraft:

- Modified to increase range or load?
- Carrying extra fuel?
- Visiting remote destinations, rarely used sites or isolated airfields?
- Regularly suffering minor damage?
- Covered in mud when only tarmac strips are on the flight plans?
- Landing short of its notified destination?

Is the airfield or site:

- Getting extra or unusual use without plausible explanation?
- Receiving puzzling deliveries?
- Showing unusual activity on the ground around a landed aircraft?
- Are windsocks or lights suddenly appearing? Is activity occurring at odd times or disguised or concealed?

General Security:

- Packages being dropped from low flying planes
- Attempts to test or research security around an airfield
- Individuals buying equipment, chemicals, uniforms, badges
- People in the wrong place or behaving oddly
- An odd pattern of aircraft hirings
- Club hopping by non-local pilots linked to attempts to reach distant destinations
- Signs of disguised continuation flights or deviations from plan
- Strange or fraudulent patterns of payment
- Employees not appropriately vetted (Project Pegasus- police anti-terrorism/airports and airfields)

The recent events in London and Manchester are testament to the reality of the major threat of terrorism and potential security risks. Project Pegasus can-not provide 24 hour supervision of all airstrips nationwide and as a result is reliant on the vigilance of operators. It is therefore considered that this constitutes special circumstances to justify residence on this isolated site and reduce any risk to National Security of the airstrip being used for illegal activity in the applicant's absence.

ACCIDENTS

In 2013 a father and his daughter were killed after their aircraft crashed not long after take-off from the airstrip at Fourways Farm. It is believed that the pilot tried to circle back round to do an emergency landing on to the airstrip but lost control of the aircraft. No one was on site at the time and it was over six hours before the wreckage was discovered at the site and emergency services alerted. This devastating incident tragically highlights the need to be on site at all times.

MAINTENANCE OF AIRSTRIP

Maintaining the airstrip is very labour intensive and must be in accordance with the Civil Aviation Authority Safety Operating Practices CAP 793.

SECURITY OF VALUABLE AIRCRAFT

Security and the risk of fire is a major issue, especially with valuable aircraft based on an isolated site. The mobile home will be sited to meet the identified operational requirements of the business and therefore minimise the risk of theft and fire.

LIVESTOCK

In addition to the activities relating to the air strip at Fourways Farm the applicants also have an agricultural holding which amounts to approximately 32 acres of owned and rented land. The livestock provide an income stream and are essential to assisting in maintaining the areas that do not form part of the airstrip. Included in the submissions is the cattle contract agreement for accommodating and carrying out the daily feed and management of 20 cows and calves. Using recognised sources the cattle have a functional requirement of 27 man days (0.1 workers).

The applicants also carry out agricultural contract work and make hay and silage for sale. The incomes derived from agricultural activities are included in the forecasts provided.

The applicants seek planning permission based on the operational and security merits of the airstrip, it is not the applicant's intention to seek permission for an agricultural workers dwelling, although they would anticipate that any forthcoming permission would have a suitably worded occupancy condition.

FINANCIAL FORECAST FOR FOURWAYS FARM AIRSTRIP

<u>ESTIMATED INCOME</u>	OUTPUT PER HEAD	NUMBER PER YEAR	GROSS MARGIN
AIRCRAFT BASED ON SITE	£1800.00	4	£,7,200.00
MICRO-LIGHTS TO BE BASED ON SITE	£200.00	8	£1800.00
AIRCRAFT LANDING FEES	£20.00	260	£5,200.00
WEEKEND CAMPING - 3 STATICS	£100.00	26	£7800.00
AIRFIELD EVENTS	£3000	2	£6000.00
CATTLE CONTRACT			£5200.00
HAY SALES			£5000.00
ESTIMATED TOTAL GROSS MARGIN			<u>£38,200.00</u>
<u>ESTIMATED EXPENDITURE</u>			
WAGES			£20,403.88
FIXED COSTS(POWER AND MACHINERY)			£4,500.00
RENTED LAND			£500.00
ESTIMATED TOTAL EXPENDITURE			<u>£25,403.88</u>
<u>TOTAL ESTIMATED NET PROFIT AFTER EXPENDITURE</u>			<u>£12,797.00</u>

A temporary permission for a three year period will allow the applicants sufficient time to implement the proposed new building, improving facilities on site in order to achieve the forecasted income figures above. The applicants have received a considerable number of enquiries to date, which indicates that the above figures are very achievable.

Given the recent terrorist attacks the applicants are reluctant to openly advertise the use of the airstrip until they can provide security 24 hours a day, by residing on site. This is therefore impeding the expansion of the business at the present time.

The business will be a major contributor to the local economy. It will inevitably bring revenue to the area through the use of local services as well as providing local employment. The figures above provide forecasts for wages. The figures above are based on a 40hour week @£8.62 per hour, which is above minimum wage and takes in to consideration the employer's statutory contributions and the provision of workers accommodation on site.

The application incorporates the siting of 3 static caravans for weekend use during the summer months. Like other airfields, this will attract people to fly to the site and stay for the weekend to provide a potential income of circa £7,800.00 per annum.

In addition, the applicants propose to hold 2 events at the airfield a year aimed towards young people and aviation enthusiasts as well as the local community. Stall holders will be encouraged.

The applicants have been given notice by their land lord to leave their current tenanted residence (letter evidence included) and will therefore on approval occupy the proposed mobile home on site. As the applicants will provide the work themselves, it should be considered that the applicants will have drawn a wage from the business, covered their living expenses and still have a net profit (after expenditure) of £12,797.00. It is therefore considered that based on the above figures the business can sustain the proposed mobile home on site.

The application should be considered on its special circumstances for a residence on site as justifiable development under paragraph 55 (NPPF). By allowing a temporary permission for a mobile home the applicants can demonstrate over a three year period to the local authority their dedication and commitment to create a successful business on the site.

CONCLUSION

The adopted National Planning Policy Framework promotes the need for the planning system to support development that is essential to the needs of local businesses.

The application constitutes sustainable development. The projected forecasts demonstrate that a financially viable business can be achieved on the site and that there is a vital operational and National Security need to justify a residence in this isolated location.

There are no dwellings on site or in the immediate vicinity that could fulfil the operational requirements of the air strip. The applicants therefore respectfully request that the special circumstances of the case and the wider benefits of the application are given due consideration.

ADDITIONAL INFORMATION

Whilst not a planning matter, the applicant has provided a letter from his GP. This information should be treated with the strictest confidence and not be made available in the public domain.