

**Item 4b**                    **13/00800/FUL**

**Case Officer**            **Caron Taylor**

**Ward**                      **Eccleston And Mawdesley**

**Proposal**                **Proposed conversion of existing storage outbuilding to 2 no. live-work units, including associated parking and servicing area to the rear.**

**Location**                **Building Adjacent 1 Bluestone Barn Blue Stone Lane Mawdesley**

**Applicant**               **Thomas Mawdsley Building Contractors**

**Consultation expiry: 3 October 2013**

**Application expiry: 23 October 2013**

### **Proposal**

1. Proposed conversion of existing storage outbuilding to 2 no. live-work units, including associated parking and servicing area to the rear.

### **Recommendation**

2. It is recommended that this application is granted planning approval subject to a Section 106 agreement.

### **Main Issues**

3. The main issues for consideration in respect of this planning application are:
  - Background information
  - Principle of the development
  - Impact on the neighbours
  - Design and Layout
  - Trees and Landscape
  - Ecology
  - Flood Risk
  - Traffic and Transport
  - Impact on a Listed Building
  - Contamination and Coal Mines
  - Drainage and Sewers
  - Section 106 Agreement
  - Community Infrastructure Levy

### **Representations**

4. Two letters of objection have been received
  - The existing building is an agricultural outbuilding and was not intended to be residential. It's a storage shed unsuitable for conversion (according to the council). Changes to the outside walls have already been made without planning consent. This issue has been

- brought to the planning officer's attention in the past. We also have concerns as to how the building is being used now - it should be housing agricultural items not building materials;
- The applicant converted other buildings using this 'live/work' clause. The resulting properties remained empty and unsaleable under these terms for so long that the applicant applied for change of use- proving that there is no demand for conversions of this nature;
  - Adding more properties and therefore more traffic will directly impact the safety of the highway. Turning in and out of the entrance is already extremely hazardous and we have noticed several near misses;
  - we would be directly overlooked and disturbed by an increase in noise (Chase Cottage);
  - In their opinion the developer is using the live/work proposal to circumnavigate Green Belt planning policy;
  - The developer converted the adjacent bar to live/work which is not being used as such and they understand they have asked for the restriction to be removed;
  - There is no demand for this type of property;
  - The building is a tannellised wooden structure and has permission for agricultural use only. They understood from previous enforcement cases it was not suitable for conversion;
  - An enforcement notice was served on the building two years ago as the developer bricked up the rear of the property in the space of single day;
  - The photos show it is being used to store building materials, which they understand gives him rights to use the property in the future if this has happened for a period of time. This is not the permitted use and the Council should be seeking to enforce its correct use as was promised they would do;
  - The front of the property was bricked up four years ago by the developer without planning permission. This brick frontage should not detract from the fact that this is an agricultural storage shed, not a barn or a permanent structure;
  - It is sited between a character barn and a character property (Chase Cottage) and opposite a Grade II Listed Building. The development will not be in keeping with the neighbouring properties and will lower the overall aesthetics of one of the main entrances to Mawdesley Village. Many aspects of the proposal are not in line with the Village Design Statement;
  - The access is on a dangerous bend where many accidents have occurred, including one fatal one in the last 10years. Additional cars pulling in and out and no doubt delivery lorries associated with any business that is operated out of the properties will make this even more dangerous;
  - The area is completely residential and should the buildings be ever used as work units there is potential for noise pollution.

5. **Mawdesley Parish Council** – Comments Received: The Parish Council believe that an application for live/work units is simply a device to bypass planning regulations for building in Green Belt. This is evidenced by the adjacent properties to this application. They were granted permission for conversion to live/work units within the Green Belt, by the same developer. They have never been anything other than residential properties and were constructed as such. They have been informed by the planning department that even if live/work condition is imposed it cannot be enforced. They therefore strongly object to the application, which is simply an application for residential properties in Green Belt.

## Consultations

6. **Lancashire County Council (Ecology)** - From the available information (environmental information held by Lancashire County Council, planning application documents), it appears that the application area is of relatively low biodiversity value. Significant impacts on biodiversity (protected or priority species or habitats) seem reasonably unlikely. Precautionary mitigation measures, and opportunities to incorporate biodiversity, should be secured by suggested planning conditions.

7. **Chorley Planning Policy** - The National Planning Policy Framework (The Framework) states the purpose of the planning system is to contribute to the achievement of sustainable development of which there are three dimensions giving rise to the need for the planning system to perform a number of roles: economic, social and environmental.
8. The Framework at paragraph 19 says the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Para 21 says local planning authorities should facilitate flexible working practices such as the integration of residential and commercial uses within the same unit. Therefore the Framework gives encouragement to live/work units.
9. Central Lancashire Core Strategy - Policy 13: Rural Economy, criteria f) supports sensitive conversions and alternative uses of farm buildings no longer needed for agriculture as long as it does not compromise the working of the farm and proposals can include live/work uses. Criteria h) and paragraph 9.40 encourages micro growth points within rural areas for knowledge economy development, including live/work units.
10. A Supplementary Planning Document, Rural Development (adopted October 2013 expands on Policy 13 and live work units - page 13). This indicates the Council's definition of a live/work unit is a work space that is integrated with a dwelling unit occupied by the proprietor of the work space, with at least 50% of the floor space being dedicated to the work unit. This can be provided in two ways including conversion of existing buildings such as farm buildings.
11. The proposal is a conversion and that slightly over 50% of the floor space is dedicated to the work unit.
12. The SPD on Rural Development indicates that this type of development should have close access to classified roads and space for parking/deliveries. The proposal is on a classified road, serviced by a regular bus service. The proposal indicates an increase of 3 additional cars and 2 additional light goods vehicles/ public carrier vehicles. It is clear from the submitted plans that the site can accommodate the additional parking.
13. The SPD states *"someone who lives in the residential part of the unit should be employed wholly or primarily in the workspace provided in the development. Live/work units will be controlled by suitable conditions to ensure they are used in accordance with the original consent. Conditions will include occupation restrictions to prevent use as a residential dwelling and a requirement that the property is to be inspected to ensure that the layout as a live/work unit has been implemented."*
14. The Supplementary Planning Document: Controlling Re-Use of Employment Premises (Oct 2012) also covers mixed use developments and live/work units (page 16). Where a site's sole use for employment purposes is no longer suitable, and the applicant demonstrates facilitation of flexible working through integration of residential and commercial uses, the Council will adopt a more flexible approach and will seek to secure a mix of land uses. The guidance in this SPD is identical to that in the Rural Development SPD but provides additional guidance that the Council will consider live/work unit applications singly or as a small cluster of units. Consideration will also have regard to the impact that such development will have on neighbouring properties and the overall character of the locality.
15. **Open Space** - The Open Space and Playing Pitch SPD was adopted for development control purposes at the Council meeting on 17<sup>th</sup> September 2013. Therefore, these comments are based upon the standards within emerging Local Plan Policies HS4A and HS4B and the approach in the SPD.

16. There is currently a deficit of amenity greenspace in the Eccleston and Mawdesley ward in relation to this standard, a contribution towards new provision in the ward is therefore required of £140 per dwelling.
17. There is no requirement for provision for children/young people as there is a surplus in the ward. However, the site is within the accessibility catchment of a site for the provision of children/young people that is identified as being low quality and/or low value in the Open Space Study (site 1412.1 – Tarnbeck Drive), a contribution towards improving this site is therefore required of £134 per dwelling.
18. There is no requirement to provide a new park or garden on-site within this development. There are no parks/gardens within the accessibility catchment (1,000m) of the site identified as being low quality and/or low value in the Open Space Study, a contribution towards improving existing provision is therefore not required.
19. There is no requirement to provide new natural/semi natural greenspace on-site within this development. There are no natural/semi-natural greenspaces within the accessibility catchment (800m) of the site identified as being low quality and/or low value in the Open Space Study, a contribution towards improving existing provision is therefore not required.
20. There is no requirement to provide allotment provision on site within this development. A new allotment site is proposed at Station Road, Croston (HW5.4) which is within the accessibility catchment (10 mins drive time) of the site. A contribution towards the provision of this allotment allocation is therefore required of £15 per dwelling.
21. A Playing Pitch Strategy was published in June 2012 which identifies a Borough wide deficit of playing pitches but states that the majority of this deficit can be met by improving existing pitches. A financial contribution towards the improvement of existing playing pitches is therefore required from this development of £1,599 per dwelling.
22. The total financial contribution required from this development is therefore £3,776.
23. Sustainable Resources – this proposal is not subject to Core Strategy Policy 27 because it is a conversion.
24. Community Infrastructure Levy - Chorley's CIL Infrastructure Charging Schedule provides a specific amount for housing - £65 per sq m. The residential element of this proposal will be subject to CIL, the work element of the proposal is not subject to CIL.
25. **Chorley's Conservation Officer** - In their opinion the proposed building will have no greater impact upon the listed building than the current one. The significance of the listed building will be sustained as a result of the proposed development.
26. **Chorley's Building Control**- An external survey was carried out at the above address on the 30th September 2013. Having examined the structural survey carried out by John Davis (reference: 7144), on the 17th May 2012, they conclude that they are in agreement with the conclusion of that survey and that the outbuilding would be suitable for conversion.
27. **Lancashire County Council (Highways)** -The site would have had 2no. parking spaces associated with its previous use as a storage facility. As proposed, 2no. car parking spaces will be required for each of the residential aspects of the live-work units and a further 2 spaces in respect of the work units. Therefore, the 6no off-street parking spaces proposed accords with the current Chorley Borough parking standard.
28. As a result of the increased number of vehicles, the use of the existing vehicle access would intensify. To accommodate the increased vehicular use, the applicant proposes to improve the

access as shown on drawing no. 2.01. It is however considered these improvements are inadequate to allow for safe use of the access and should be reconsidered. The access is on a road bend and on an approach to where the speed limit changes from 40mph to the national speed limit (60mph). Site investigation shows that although standard visibility at the access cannot be fully met, especially to the right (when exiting the site) due to the sharp bend, the applicant's access proposal can be improved to ensure safer access and egress of vehicles by realigning the access and extending it up to the edge of carriageway. LCC Highways have made some suggestions regarding access improvements which have been incorporated into the amended plans.

29. Apart from one slight vehicle accident that occurred in 2009 when a driver turning right from Hall Lane into Dark Lane skidded off the road and hit a lamp column, there has never been any recorded vehicular accident on the entire length of Blue Stone Lane. This shows that despite the high speed limits of the road, drivers exercise caution on the road, especially when approaching the bend. On a visit to the site on 18 September 2013, it was observed that many west bound vehicles on approach to the bend saw the existing traffic chevron sign which informs of the sharp deviation in the road and slowed down in time to safely negotiate the bend. On its own, the sharp bend provides some measure of traffic calming, therefore its close proximity to the access is of no major highway concern, as it would have no significant impact on the safety of the site access.
30. LCC Highways have also checked the number of vehicle trips to be generated by the proposal from the TRICS Database, which is the national standard for trips generation and has the capability of challenging and validating assumptions about the transport impacts of proposed developments.
31. According to the TRICS Database, as a worst case scenario, on average, the proposed development would generate 4 vehicle arrivals to the site during morning peak times of 8am-9am. Within the same time frame, 3 vehicles will depart from the site. For the evening peak times of 5pm-6pm, figures of vehicle movements in and out of the site are the same as the morning peak, i.e., 4 arrivals to 3 departures. On average therefore, the proposed development is expected to generate 7 vehicle trips a day. They stress that this trip generation is a worst case scenario as it includes substantial degree of tolerance. The actual trips to be generated by the development may be considerably less.
32. Therefore, considering the above issues, Highways would not object to the proposed conversion of the outbuilding and its associated works. There may be a need for the lamp column adjacent the existing access to be relocated to make way for the improved vehicle access. Should this be the case, the applicant is advised to contact the Lancashire County Council Street Lighting Section. The cost of relocating the lamp column will be borne by the applicant. If planning permission is granted they suggest conditions and an advice note are imposed.

## **Assessment**

### Background Information

33. The building is a part brick, part timber clad building with metal corrugated sheet roof adjacent to Bluestone Barn, Blue Stone Lane, Mawdesley.
34. The Council have taken enforcement action in the past on the grounds that the building was being used to store building materials rather than agricultural machinery. As a result it was restored to use of agricultural machinery.

35. In June 2010 planning permission was refused (ref: 10/00222/FUL) for cladding the southern elevation that was timberclad with painted block work wall to the south elevation (this part retrospective) and proposed replacement of a portion of the timber clad wall with facing brickwork to the east elevation. Following this refusal the retrospective part of the proposal (the block work to the southern elevation) was removed to reveal the original timber wall.

#### Principle of the development

36. Paragraph 90 of the Framework states that the re-use of buildings are appropriate in the Green Belt provided that the buildings are of permanent and substantial construction and provided they preserve the openness of it and do not conflict with the purposes of including land in the Green Belt.

37. A structural survey has been submitted with the application which has been assessed by the Council's Building Control Team. They agree with the conclusion of that survey that the outbuilding would be suitable for conversion.

38. Policy 13 of the Joint Central Lancashire Core Strategy gives a preference for commercial, tourism and live/work units.

39. The Central Lancashire Authorities have also adopted a Rural Development Supplementary Planning Document (SPD) which covers live/work units. This states that that the Council's definition of a live/work unit is a work space that is integrated with a dwelling unit occupied by the proprietor of the work space, with at least 50% of the floor space being dedicated to the work unit. It goes on to say: *"This type of development should have close access to classified roads, and space for parking/deliveries. Someone who lives in the residential part of the unit should be employed wholly or primarily in the workspace provided in the development. Live/work units will be controlled by suitable conditions to ensure they are used in accordance with the original consent. Conditions will include occupation restrictions to prevent use as a residential dwelling and a requirement that the property to be inspected to ensure that the layout as a live/work unit has been implemented."*

40. Policy DC7A of the existing Local Plan is a saved policy and covers the Conversion of Rural Buildings in the Green Belt. It states: *" The re-use of existing buildings in the Green Belt will be allowed providing all the following criteria are met:*

- a) the proposal does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;*
- b) the re-use of the building must not be likely to result in additional farm buildings which would have a harmful effect on the openness of the Green Belt;*
- c) if an agricultural building, it is not one substantially completed within four years of the date of the application under permitted development rights unless it can be demonstrated that there was a genuine agricultural justification for the erection of the building;*
- d) the building is of permanent and substantial construction and capable of conversion without major or complete reconstruction;*
- e) the development respects the form, bulk and general design of the building and is in keeping with its surroundings;*
- f) the building must be capable of conversion without the need for additions or alterations which would change its existing form and character. Particular attention will be given to curtilage formation and the requirement for outbuildings;*
- g) the building must already have reasonable vehicular access to a public highway that is available for use without creating traffic hazards and without the need for road improvements which would have an undue environmental impact;*

*h) the development would not result in the loss of or damage to any wildlife habitat of importance.*

41. *Preference will be given to the re-use of buildings to provide accommodation for commercial, business and employment uses although tourist and community facilities may be considered. Proposals for residential use will only be permitted providing the applicant can demonstrate that the overall housing requirement of the Structure Plan for Chorley Borough would not be materially exceeded as a result of the grant of planning permission and that one or other of the following criteria apply:*

- i. the applicant is able to demonstrate that a suitable business re-use cannot reasonably be secured and the application is supported by a statement of the efforts that have been made;*
- ii. the residential conversion of the building is an ancillary part of a business use.*
- iii. the site or building is demonstrably unsuitable for a business use.*

42. Policy HS9 of the emerging Local Plan covers the Conversion of Rural Buildings in the Green Belt and Other Designated Rural Areas. It states: “ *The re-use of existing buildings in the Green Belt, Safeguarded Land and Area of Other Open Countryside will be allowed providing all of the following criteria are met:*

- a) The proposal does not have a materially greater impact on the openness of the Green Belt and the purposes of including land in it;*
- b) The proposal would not harm the character or quality of the countryside or landscape;*
- c) The re-use of the building must not be likely to result in additional farm buildings which would have a harmful effect on the openness of the Green Belt;*
- d) If an agricultural building, it is not one substantially completed within ten years of the date of the application;*
- e) The building is of permanent and substantial construction and capable of conversion without more than 30% reconstruction;*
- f) The building must be capable of conversion without the need for additions or alterations which would change its existing form and character. Particular attention will be given to curtilage formation which should be drawn tightly around the building footprint and the requirement for outbuildings, which should be minimal;*
- g) The building must already have, or there exists the capability of creating, a reasonable vehicular access to a public highway that is available for use without creating traffic hazards and without the need for road improvements which would have an undue environmental impact;*
- h) The development would not result in the loss of or damage to any important wildlife habitat or protected species.*

43. The emerging Local Plan is at an advanced stage and it is considered the policy can be given significant weight and notably more weight than the existing Local Plan policy DC7A. Therefore the principle of the development is supported by policy subject to site specific issues being satisfactory.

#### Impact on the neighbours

44. The nearest properties are those immediately to the east, 1 and 2 Bluestone Barn, which are also live-work units (with a B1 - business work element).

45. In the west elevation 1 Bluestone Barn, the nearest property there is one ground floor window which will look towards the ground floor windows in the live part of the proposed live/work

unit1, however this window serves a utility room so it is not considered the proposal will cause overlooking to this property.

46. The nearest properties to the west are Chase Cottage which front Blue Stone Lane and Monsal which is accessed off Dark Lane. The Councils interface standards relate to two storey dwellings and the impact that the first floor windows would have on properties to the front or rear or in the case of a two storey blank elevation the impact that will have on an adjacent property. As this conversion is single storey then the interface standards are not strictly applicable but are considered below to assess the degree of impact.
47. Chase Cottage is the nearest of the two properties. The east elevation of this property has a door and window at first floor looking towards the application building. The level of the application building an intervening area of field is however higher than chase Cottage so the relationship between this door and window and the windows in the west elevation of the proposed live part of proposed live/work unit 2 is almost equivalent to the relationship between single storey properties. There will be approximately 19m between these windows over the intervening field. Also, importantly the windows will not directly face each other as Chase Cottage is set further forward on the site than the application building and there is a proposed fence between the two buildings. Therefore the relationship of 19m is considered acceptable.
48. Monsal is a dormer bungalow which backs towards the application site, separated by a small area of field and a hedgerow. Although the levels drop towards Dark Lane it is not considered the proposal will have a detrimental impact on this property as the conversion will only be single storey and there will be approximately 20m between the nearest proposed windows and the boundary with this property and there is an intervening fence boundary and so the relationship is considered to be acceptable.
49. Bluestone Farm is opposite the application building on the other side of Blue Stone Lane. There will be over 15m between the proposed windows in the front of the building and the front boundary with this property which is considered acceptable as there is an intervening road and the windows in this property are at ground level.
50. In terms of the noise that may be created from the work element of the proposals could have the potential to cause disturbance to nearby properties, however it is considered that this could be prevented by restricting the work element to the B1 use class which covers offices, research and development and industrial process that can be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Subject to a condition controlling this, the proposal is considered acceptable in terms of neighbour amenity.

### Design and Layout

51. The proposal will not involve any extension to the building. In terms of design the existing building is not a traditional barn but is rather a functional building. The most prominent elevation is the front (north) elevation which faces Blue Stone Lane. The building as exists has five windows in this elevation. The proposed plans show six windows in this elevation, also enlarged from those existing.
52. The sides (east and west) elevations of the existing building are timber clad and the proposal will re-clad the rear element of the side elevations of the building with new timber. The front 'live' part of the sides of the building will have a new brick outer skin to match the front elevation. Windows will be added in the east elevation and in the west elevation the existing five elevations will be removed and replaced by two windows and a door.



53. On the rear of the building the windows will be removed and metal doors added, two pedestrian and two vehicular. The existing roof of the building is corrugated metal sheeting. This will be replaced with metal roofing. On the rear elevation of the roof (facing away from Blue Stone Lane) new roof lights and sunpipes will be added to give light to the work elements of the building.
54. Although the proposal involves significant alteration to the building it has no special character as exists that the Council would wish to retain. The design of the proposal will keep the character as one of a functional building.
55. All windows and doors are proposed in wood. In terms of boundary treatments the existing fence will remain in place to the rear and side of the service yard, while a new post and rail fence will be constructed to the side of the building up to the stone wall on Blue Stone Lane. This wall will be realigned to improve the visibility splay to the west.

### Trees and Landscape

56. There are no trees on the existing site that will be affected by the proposal, new limited grass and soft landscaping will be added to the rear around the service yard.

### Ecology

57. An ecological survey accompanies the application which has been reviewed by the County Ecologist. They advise that the application area is of relatively low biodiversity value and therefore significant impacts on biodiversity (protected or priority species or habitats) seem reasonably unlikely. They recommend conditions. Subject to these the proposal is considered acceptable in terms of ecology.

### Flood Risk

58. The site is not within Flood Zone 2 or 3 as identified by the Environment Agency and the site area is not over 1 hectare and therefore a Flood Risk Assessment is not required.

### Traffic and Transport

59. The access to the proposal is close to a ninety degree bend opposite Bluestone Barn, however it will use an existing access point, with the existing stone wall to the west set back. LCC Highways state that this setting back will not improve the visibility (as the bend is to the east) and may encourage parking which could reduce visibility.
60. LCC Highways suggested amendments are made to the access and the agent has provided an amended plan in line with their comments.
61. The amendments maintain the original position of the boundary wall to prevent overrun of the footway by vehicles leaving the site and to prevent the area being used for parking which could obscure visibility. The applicant has amended the layout plan to realign the access by providing new kerbs to 6m radius to allow vehicles exiting the site to pull out sufficiently to see from both directions of the road and the introduction of raised kerbs to protect pedestrians using the stairs belonging to Bluestone Barn.
62. With the proposed amendments LCC Highways view is that the proposal is considered acceptable in terms of highway safety.
63. In terms of parking each live-work unit would benefit from two parking spaces and a spaces for a light good vehicle. This is in line with the Council's parking standards and is therefore considered acceptable.

### Impact on a Listed Building.

64. Bluestone Farm opposite the site is a Grade II listed building. The Council's Conservation Officer considers the proposal will have no greater impact upon the listed building than the current one and the significance of the listed building will be sustained as a result of the proposed development.

65. The proposal is therefore considered acceptable in terms of the impact on the adjacent listed building.

### Drainage and Sewers

66. It is considered an acceptable foul and surface water scheme can be achieved at the site and details of this can be secured via a condition.

### Section 106 Agreement

67. There is justification for a payment towards public open space at the site and this would need to be secured via a Section 106 legal agreement.

### Community Infrastructure Levy

68. The 'live' element of the proposal is considered to be CIL liable. The agent has filled in the required CIL Questions Form and a Liability Notice will be issued with any decision notice.

### Other matters

69. Comments regarding the conversion of Bluestone Barn to live-work units are noted, however each application must be considered on its own merits. In addition there have been changes to policy since this application including the adoption of a Supplementary Planning Document to the Joint Core Strategy on Rural Development. This states that as well as conditions including occupation restriction to prevent use as a residential dwelling there will also be a requirement that the property is inspected to ensure that the layout as a live/work unit has been implemented. Such conditions are proposed and it is considered that the inspection requirement will give the Council greater control of the proposal.

### **Overall Conclusion**

70. The application is recommended for approval subject to conditions and a Section 106 agreement.

### **Planning Policies**

#### National Planning Policies:

The National Planning Policy Framework

#### Adopted Chorley Borough Local Plan Review

Policy DC7A

#### Joint Core Strategy

Policy 13

Supplementary Planning Document:

Rural Development SPD to Core Strategy

## **Planning History**

**Ref: 10/00222/FUL** Refused 17 June 2010.

**Description:** Timber clad wall with a painted block work wall to the south elevation (this part retrospective). Proposed replacement of a portion of the timber clad wall with facing brickwork to the east elevation. Following this refusal the block work was removed to reveal the original timber wall.

**Recommendation: Permit (Subject to Legal Agreement)**

## **Conditions**

1. The proposed development must be begun not later than three years from the date of this permission. *Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.*
2. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block paviors, or other approved materials. *Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.*
3. The permission hereby granted does not imply or grant consent for any rebuilding works to the external walls of the barn, other than minor repairs and the conversion of the barn shall only be carried out in accordance with the Report of Structural Inspection (Project no. 7144 dated 17<sup>th</sup> May 2012) by John Davis. *Reasons: To define the permission.*
4. Prior to the commencement of any development, full details of the alignment, height and appearance of all new/altered fences and walls to be erected to the boundaries of the site (notwithstanding any such detail shown on previously submitted plans) shall have been submitted to and approved in writing by the Local Planning Authority. No live/work unit shall be occupied until all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times. *Reason: To ensure a visually satisfactory form of development and to protect the amenities of occupiers of nearby property.*
5. Prior to the commencement of development full details of the colour, form and texture of all hard landscaping (ground surfacing materials) (notwithstanding any such detail shown on previously submitted plans and specification) shall have been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved, and shall be completed in all respects before occupation of the development and thereafter retained. *Reason: To ensure a satisfactory form of development in the interest of the visual amenity of the area.*
6. A scheme for the landscaping of the development and its surroundings shall be submitted prior to the commencement of the development. These details shall include all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform, proposed finished levels, means of enclosure, minor artefacts and

structures. All soft landscape works shall be carried out in accordance with the approved details within the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. *Reason: To ensure that a satisfactory landscaping scheme for the development is carried out to mitigate the impact of the development and secure a high quality design.*

7. Before the first occupation of the live/work units hereby permitted, the car park and vehicle manoeuvring areas detailed on the approved plans shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles. *Reason: To ensure adequate on site provision of car parking and manoeuvring areas.*

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (Schedule 2, Part 1, Class A to E inclusive) or any Order revoking or re-enacting the Order, no alterations or extensions shall be undertaken to any dwelling hereby permitted or an outbuildings erected other than those expressly authorized by this permission. *Reason: To protect the appearance of the building and locality and to control the erection of further buildings in the Green Belt.*

9. The internal layout of the work element of the building shall be as shown on approved drawing ref: 2.02 Rev A. The internal layout of the work element as described above shall not be changed from this layout or the rooms used for purposes other than work functions. *Reason: The permission has been granted considering the impact of the proposal as live-work units.*

10. The use of the work units hereby permitted shall be solely limited to B1 purposes as defined by the Town and Country Planning (Use Classes) Order 1987 or any Order amending or revoking and re-enacting that Order. *Reason: In the interests of the amenities of nearby residents.*

11. The work floorspace of the live/work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use. *Reason: To ensure the development is implemented as a live/work unit.*

12. The residential floorspace of the live/work unit shall not be occupied other than by a person solely or mainly employed, or last employed in the business occupying the work floorspace of that unit, a widow or widower of such a person, or any resident dependants. *Reason: To ensure that the building is occupied as live/work units.*

13. A minimum of 21 days prior to the occupation of either of the live/work units, notice shall be given to the Local Planning Authority (quoting the application number) to allow the development to be inspected internally to ensure that the layout of the live/work unit has been implemented as per the approved plans. *Reason: To ensure that the development has been laid out internally in accordance with the approved plans.*

14. No part of the development shall be occupied or brought into use until the access has been constructed in accordance with the approved details and is available for use. *Reason: In the interests of highway safety.*

15. The development hereby permitted shall be carried out in accordance with the following approved plans:

<b>Title</b>	<b>Drawing Reference</b>	<b>Received date</b>
Proposed Floor Plan	2.02 Rev A	1 <sup>st</sup> October 2013
Proposed Elevations	2.03	27 <sup>th</sup> August 2013

Location Plan	0.01 Rev A	1 <sup>st</sup> October 2013
Proposed Site Plan	2.01 Rev B	10 <sup>th</sup> October 2013

*Reason: For the avoidance of doubt and in the interests of proper planning.*

16. Before commencement of the development hereby permitted a scheme for the relocation of the street light at the access to the site shall be submitted to and approved in writing by the Local Planning Authority. The street light shall be relocated to the approved position at the same time the access improvements are carried out and shall be complete prior to the occupation of either of the live/work units. *Reason: To ensure the approved access is implemented at the site.*