

<b>Item 3g</b>	<b>15/00833/FUL</b>
<b>Case Officer</b>	<b>Iain Crossland</b>
<b>Ward</b>	<b>Brindle and Hoghton Ward</b>
<b>Proposal</b>	<b>Conversion of series of barns to 4 dwellings and erection of 3 single garages</b>
<b>Location</b>	<b>Leigh Farm Marsh Lane Brindle Chorley PR6 8NY</b>
<b>Applicant</b>	<b>Mr K Ormisher</b>
<b>Consultation expiry:</b>	<b>24 September 2015</b>
<b>Decision due by:</b>	<b>22 October 2015</b>

#### **Recommendation**

Permit Planning Permission subject to S106 legal agreement

#### **Executive Summary**

The main issues to consider are whether the change of use of the existing building are acceptable in principle, the impact of the development on the openness of the Green Belt, on the amenities of neighbours, the impact of the alterations on the appearance of the buildings and character of the area, parking provision and highway safety. For the reasons set out below, it is considered that the proposed development is consistent with the aims of the Framework and in accordance with the provisions of the development plan.

## Representations

Brindle Parish Council – no comments received

## Consultees

Consultee	Summary of Comments received
Greater Manchester Ecology Unit	<p>The Bat and Barn Owl surveys that have been carried out in support of the application have been undertaken by a suitably qualified consultant and are generally to appropriate and proportionate standards. No further surveys need to be conducted prior to deciding the application.</p> <p>The surveys did not record any signs of Bats or Barn Owls using the barns to be converted but the buildings did support breeding Swallows.</p> <p>I have no overall objections to the application on nature conservation grounds but I would <b>recommend</b> that no works that could potentially disturb nesting Swallows should commence during the optimum period for nesting (April to August inclusive). If works are likely to need to begin during this period then alternative nesting provision for Swallows will need to be provided on nearby buildings before any possible access points for birds are blocked up.</p> <p>All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</p> <p>Swallows are in decline in the UK, partly as a result of the loss of suitable nesting sites. I would therefore <b>recommend</b> that, should permission be granted to the scheme, alternative artificial Swallow nest cups are provided elsewhere on the farm as compensation for the lost nest sites.</p>

## **Assessment**

### The Site

1. The application site forms part of an active farm holding, located off Marsh Lane, immediately to the south of the M65 motorway, in a rural part of Brindle that is washed over by Green Belt. The site comprises a series of original stone barn buildings that are currently used for storage.
2. The buildings are of a traditional design and have a number of interesting features around the window and door openings, however, the buildings are displaying signs of disrepair as the farming operation has migrated into more modern units on the site. In addition to this functional repairs and maintenance has been carried out in the past, which detract from the overall appearance. The barn buildings that are subject to this application are faced in natural stone and have slate roofs.
3. The site is accessed via a private drive with a track running to the front of the barns and more modern agricultural buildings and structures to the rear. It is noted that a recent permission (ref. 14/00242/FUL) has been granted to create a new farm access, which means that the original farm access can now be used for residential access only, separating this from the main farm vehicle access.
4. The character of the area is predominantly open agricultural land with agricultural buildings and isolated dwellings.

### The Proposal

5. The proposed development is for the change of use of an existing agricultural building consisting of a series of traditional barns to four residential dwellinghouses. The only external alterations would be in relation to window and door openings. The proposal also includes a parking area with three single garages that would be allocated amongst the dwellings and would define the garden curtilage.

## **Assessment**

The main issues are as follows:-

Issue 1 – Impact on the Green Belt

Issue 2 – Neighbour amenity

Issue 3 – Impact on character and appearance

Issue 4 – Impact on highways/access

Issue 5 – Public Open Space (POS)

### Principle of the Development

6. The Central Lancashire Core Strategy Policy 1: Locating Growth, criteria f) states that development ‘in other places’ – will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need.
7. Paragraph 55 of the Framework states that local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances. This includes where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting. In this respect the proposal is in accordance with the Framework.
8. Paragraph 90 of the Framework states that certain forms of development are not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. This includes the re-use of buildings provided that they are of permanent and substantial construction.
9. Chorley Local Plan Policy HS9 covers the Conversion of Rural Buildings in the Green Belt. This states that proposals for the re-use of buildings in the Green Belt will be allowed provided that 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.
10. The Central Lancashire Rural Development SPD (Oct 2012) provides additional information regarding the re-use of existing buildings in the Green Belt for residential use. It says that re-use for business, community or tourism purposes will usually be preferable to residential use because they typically require less alteration. Where business, community or tourism uses are not feasible, residential conversions may be more appropriate in some locations and for some types of building. In these instances, the Councils will require the submission of a report demonstrating that it is not practical or financially viable to use the building for business, community or tourism purposes or where there is an amenity or environmental reason why these uses are not acceptable.

#### Impact on the Green Belt

11. The proposed conversion scheme would develop the existing buildings without the need to add any extensions. The buildings themselves are of permanent and substantial construction and are of sound structural integrity, as evidenced by a structural survey submitted as part of the application. The scheme is designed to utilise all the existing openings to best effect and apart from a few new roof lights no new openings need to be formed. As such the character of the existing building would be retained with no impact on the openness of the Green Belt.
12. The buildings themselves are currently underused as storage and have become increasingly redundant as more modern agricultural buildings have been developed on the farm. As such the re-use of the buildings is unlikely to result in the need to develop other additional buildings to replace lost capacity.
13. The curtilage boundary would be drawn tightly around the property allowing for a reasonable degree of amenity space without resulting in encroachment into the Green Belt and the building itself is of permanent and substantial construction.
14. Vehicular access already exists to the barn, along with the added benefit that a new access serving the remaining agricultural buildings is under construction following a recent planning permission (ref. 14/00242/FUL). This would avoid the potential hazards of a shared domestic and agricultural access, and no additional new access would be required. A designated parking area would be created on an area of hardstanding on the site of a previous building.
15. An ecological survey has been submitted in support of the application. The surveys did not record any signs of Bats or Barn Owls using the barns to be converted but the buildings did support breeding Swallows. The Greater Manchester Ecology Unit raised no

overall objections to the application on nature conservation grounds subject to recommendations being carried out to mitigate the impact on breeding Swallows. It is therefore recommended that conditions are attached to secure these mitigation measures.

16. Although the application has not been submitted in relation to the provision of an agricultural workers dwelling it is noted that the applicant, who farms the land, currently lives with his with his parents in the farm house. He and his family would move into one of the proposed dwellings, thereby enabling him to remain close to the farm. This adds further weight in support of the proposal.
17. Three single garages would be developed to supporting parking provision for the development. Although Policy HS6 makes no reference to domestic outbuildings, which are inappropriate in the Green Belt, the Council takes a pragmatic approach to the development of outbuildings at residential properties in the Green Belt and allows for the equivalent of a double garage. On this basis, and considering there would be one single garage for three of the proposed dwellings this is considered to be acceptable.
18. On the basis of the above it is considered that the proposal would not result in any inappropriate development in the Green Belt.

#### Impact on Neighbour Amenity

19. The application building is located approximately 10m from the dwellinghouse at Leigh Farm, which is within the ownership of the applicant. There would be no windows in the gable elevation facing this dwelling. There would be windows to habitable rooms in the north-west elevation of an outrigger element facing the dwelling at Leigh Farm, however, these would be located at least 22m away. As a result there would be no impact on privacy. As the barn is already in situ and would not be extended that would be no additional impact on light or outlook.
20. The relationship between the proposed dwellings is determined by the form of the existing building, and the openings that already exist and would be utilised as window and door openings. The dwellings all have gardens to the front and rear, although those to the rear vary in size and shape, resulting in an unconventional format. This reduces any urbanisation effect which can be resultant from providing private garden areas for converted barns.
21. There would be a shared courtyard between plots 2 and 3 in the centre of the development. Clearly this would be overlooked from both properties, however, as this would not be the only private amenity space available to those properties and future occupiers would have full knowledge of the arrangement this situation is considered to be acceptable. The windows between the two dwellings have been arranged and obscured so as not to present any direct overlooking from parallel facing windows.
22. The main south west facing windows to the rear of the proposed development would be located at least 21m from the existing store building following demolition of the lean to shed element as indicated on the proposed plans. The scale of the remaining barn and degree of separation are such that the impact on the living conditions of future occupiers, and in particular light, is considered to be acceptable.
23. There are no other concerns regarding the proposed layout of the dwellings, and it is considered to result in an acceptable relationship for future occupiers.

#### Impact on character and appearance

24. The proposed development would convert a series of traditional agricultural buildings into four dwellings. One of the units would be two storey, whilst two of the units are part two storey part single storey and the other unit is single storey only.
25. The original structural configuration of the barns readily lends themselves to subdivision into four units, requiring little structural modification and no additions or extensions

necessary to convert the barns. The scheme is designed to utilise all the existing openings to best effect and apart from a few new roof lights no new openings need to be formed.

26. The barns are generally random rubble walling with some punched faced stone to the stone pillars on the west elevation. The third unit single storey element is a red Accrington brick whilst the old cart store is rendered brick and stone. The roof is all local slate, which will be retained and repaired, apart from the old cart store, which will be replaced with a slate roof.
27. The original cart store has two original stone columns which it is intended to re-expose by removing the infill to reflect their original character. On the north elevation, rather than utilising the main cart door opening as an entrance, a side door is left open with a recessed front door and glazed screen to form a sheltered entrance area. This style of opening is also reflected in plot 3. It is proposed to re-render the existing cart store but all other areas will be re-pointed with a lime mortar. To the south there are large openings with incongruous and rusting steel beams, which it is proposed to replace with re-claimed stone lintels.
28. The curtilage would be tightly defined around the property with a vehicular access, driveway and parking to the north west side, hardstanding to the south west side and a lawn and garden to the south east side, with a hedge to the boundary.
29. The barns are generally well screened by other farm buildings to the south and east; by the original farmhouse to the west and; by the motorway mounding and tree planting to the north. The area to be utilised for curtilage is all currently a mixture of concrete and compacted stone hardstanding (to the new drive garaging/carport area). This will be landscaped to form stone walled garden areas, whilst the drive will be tarmac falling to gravel soakaway margins. The whole curtilage to the north will be bounded by a new local native mixed hedge and stock proof fence. A small area of tree planting is identified to the north. To the rear/south the small yard areas will be hard paved and drained to soakaways.
30. The three proposed single garages will be of matching design and will be timber framed with Yorkshire boarded timber cladding and corrugated powder coated aluminium roof. This would have an agricultural character in keeping with the character of the site and locality.
31. The proposed development would secure the future of a building of character and would retain and enhance the original features of the building through sympathetic repair and replacements. As such the physical alterations would not alter the existing form and character of the building and would rejuvenate the building to the benefit of the local area in retaining its distinctiveness.
32. The overall changes to the building would improve the appearance of this characterful building and would contribute positively to the character of the area. The development is therefore considered to be in accordance with Policy BNE1 of the Chorley Local Plan 2012 – 2026.

#### Impact on highways/access

33. The proposed development would result in the provision of a five bedroom dwelling, two three bedroom dwellings and a two bedroom dwelling. There would be a designated off street car parking area to the front of the barn providing at least two parking spaces each for plots 1 to 3. There would be a driveway adjacent to the 5 bedroom plot 4 with space to accommodate at least three cars. This meets with the adopted parking standards set out in relation to policy ST4 of the Chorley Local Plan 2012 – 2026.
34. The existing vehicular access would be retained to the front of the barn building, and would provide domestic vehicular access only, following the creation of a new farm business access to the south of the site approved under application ref. 14/00242/FUL.

#### Public Open Space

35. In line with Local Plan policy HS4 the applicant will need to enter into a Section 106 legal agreement requiring a payment of £7,552 towards amenity greenspace, equipped play areas, allotments and playing pitches. The legal agreement will be drawn up and passed to the applicant in due course. Any planning permission would therefore be subject to this S106.

#### CIL

36. The development is CIL liable, however, in line with the adopted CIL charges and associated regulations the applicant has indicated that they will claim a self- build exemption against part of the development.

#### **Overall Conclusion**

37. The 'principle' of the proposed conversion is considered to be an acceptable one and in accordance with the Framework given the proposal involves the re-use of an existing building in the Green Belt. It is not considered that the proposed use of the building and the associated car parking spaces will have a harmful impact on the openness of the Green Belt.

38. In terms of neighbour amenity, there are no concerns arising from the conversion of the building to dwellings and adequate car parking provision would be made.

#### **Planning Policies**

In accordance with s.38 (6) Planning and Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (the Central Lancashire Core Strategy, the Adopted Chorley Local Plan 2012-2026 and adopted Supplementary Planning Guidance), unless material considerations indicate otherwise. Consideration of the proposal has had regard to guidance contained within the National Planning Policy Framework (the Framework) and the development plan. The specific policies/ guidance considerations are contained within the body of the report.

#### **Planning History**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>	<b>Date</b>
14/00242/FUL	New access road to existing farm	Approved	01.05.2014
05/00470/OUT	Outline application for the erection of an agricultural dwelling	Withdrawn	24.06.2005
94/00314/FUL	Demolition and rebuilding of part of building due to structural instability	Approved	27.06.1994

## Suggested Conditions

No.	Condition
1.	<p>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.</p>
2.	<p>Notwithstanding the details shown on the submitted plans, the proposed car parking and driveway to the side of the property shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority. Reason: In the interests of highway safety and to prevent flooding</p>
3.	<p>The external facing materials, detailed on the approved plans and application form, shall be used and no others substituted. Reason: To ensure that the materials used are visually appropriate to the locality.</p>
4.	<p>The windows identified as 'obscure glazed' on the proposed plan no.60 rev. A submitted on 18<sup>th</sup> August 2015 shall be fitted with obscure glass and obscure glazing shall be retained at all times thereafter. The obscure glazing shall be to at least Level 3 on the Pilkington Levels of Privacy, or such equivalent as may be agreed in writing by the local planning authority.  <i>Reason: In the interests of the privacy of occupiers of neighbouring property.</i></p>
5.	<p>No works that could potentially disturb nesting Swallows should commence during the optimum period for nesting (April to August inclusive). If works are likely to need to begin during this period then alternative nesting provision for Swallows will need to be provided on nearby buildings before any possible access points for birds are blocked up. Reason: All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</p>
6.	<p>Before the development hereby permitted is first commenced alternative artificial Swallow nest cups should be provided elsewhere on the farm as compensation for the lost nest sites. Reason: The application buildings supports breeding Swallows, which are in decline in the UK, partly as a result of the loss of suitable nesting sites and are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).</p>
7.	<p>The parking and associated manoeuvring facilities shown on the plans hereby approved shall be surfaced or paved, drained and marked out and made available in accordance with the approved plan prior to the first occupation of the dwelling hereby permitted and such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015). Reason: To ensure provision of adequate off-street parking facilities within the site</p>
8.	<p>All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the earlier, 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.. <i>Reason: In the interest of the appearance of the locality</i></p>
9.	<p>No dwelling shall be occupied until all fences and walls shown in the approved</p>



	<p>details to bound its plot, have been erected in conformity with the approved details. Other fences and walls shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.</p> <p>Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.</p>																											
10.	<p>The development shall be carried out in accordance with the following plans:</p> <table border="0" data-bbox="320 443 1305 712"> <thead> <tr> <th data-bbox="320 443 603 472">Plan Ref.</th> <th data-bbox="603 443 826 472">Received On:</th> <th data-bbox="826 443 1305 472">Title:</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 472 603 501">2692-10 Rev A</td> <td data-bbox="603 472 826 501">18 August 2015</td> <td data-bbox="826 472 1305 501">Location Plan</td> </tr> <tr> <td data-bbox="320 501 603 530">2692-20</td> <td data-bbox="603 501 826 530">18 August 2015</td> <td data-bbox="826 501 1305 530">Proposed Site Plan and Garages</td> </tr> <tr> <td data-bbox="320 530 603 560">2692-30</td> <td data-bbox="603 530 826 560">18 August 2015</td> <td data-bbox="826 530 1305 560">Existing Plans and Elevations</td> </tr> <tr> <td data-bbox="320 560 603 589">2692-40</td> <td data-bbox="603 560 826 589">18 August 2015</td> <td data-bbox="826 560 1305 589">Existing Plans and Elevations</td> </tr> <tr> <td data-bbox="320 589 603 618">2692-50</td> <td data-bbox="603 589 826 618">18 August 2015</td> <td data-bbox="826 589 1305 618">Existing Elevations</td> </tr> <tr> <td data-bbox="320 618 603 647">2692-60 Rev A</td> <td data-bbox="603 618 826 647">18 August 2015</td> <td data-bbox="826 618 1305 647">Proposed G/F Plans and Elevations</td> </tr> <tr> <td data-bbox="320 647 603 676">2692-70 Rev A</td> <td data-bbox="603 647 826 676">18 August 2015</td> <td data-bbox="826 647 1305 676">Proposed F/F Plans and Elevations</td> </tr> <tr> <td data-bbox="320 676 603 705">2692-80 Rev A</td> <td data-bbox="603 676 826 705">18 August 2015</td> <td data-bbox="826 676 1305 705">Proposed Elevations</td> </tr> </tbody> </table> <p><i>Reason: For the avoidance of doubt and in the interests of proper planning</i></p>	Plan Ref.	Received On:	Title:	2692-10 Rev A	18 August 2015	Location Plan	2692-20	18 August 2015	Proposed Site Plan and Garages	2692-30	18 August 2015	Existing Plans and Elevations	2692-40	18 August 2015	Existing Plans and Elevations	2692-50	18 August 2015	Existing Elevations	2692-60 Rev A	18 August 2015	Proposed G/F Plans and Elevations	2692-70 Rev A	18 August 2015	Proposed F/F Plans and Elevations	2692-80 Rev A	18 August 2015	Proposed Elevations
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