

**7A DCSE2005/3799/F - CONVERSION OF BARN TO ONE DWELLING. CONSTRUCTION OF VEHICULAR ACCESS AND ACCESS ROAD AT BARN AT RUDGE FARM, PONTSHILL, NR. ROSS-ON-WYE, HEREFORDSHIRE.**

**7B DCSE2005/3801/F - CONVERSION OF BUILDINGS TO THREE DWELLINGS. CONSTRUCTION OF VEHICULAR ACCESS AND ACCESS ROAD AT BARN AT RUDGE FARM, NR. PONTSHILL, NR. ROSS-ON-WYE, HEREFORDSHIRE**

**For: Mr. & Mrs. C. Lodge per Paul Smith Associates, 19 St Martin Street, Hereford HR2 7RD**

**Date Received: 24th November, 2005    Ward: Penyard    Grid Ref: 64286, 20828**

**Expiry Date: 19th January, 2006**

Local Member: Councillor H. Bramer

#### **1. Site Description and Proposal**

- 1.1 Rudge Farm is on the west side of the C1277 road about 1 km to the south of Pontshill. The farm comprises a large farmhouse and a range of traditional farm buildings. The two largest barns (barns 3 & 4) are to the rear of the farmhouse, with parallel ridges and about 8m apart. Two smaller buildings (barns 1 & 2) are sited to the south of the complex: barn 1 adjoining the highway and barn 2 about 20m to the rear (west) of barn 1. Adjoining barn 2 are modern farm structures and (to the east) a swimming pool.
- 1.2 Barns 1-3 are part of application SE2005/3801/F and the remaining barn (barn 4) is part of application SE2005/3799/F. Both proposals include a new access and access drive which extends southwards from the rear of barn 2 parallel to the highway before turning to follow the field hedge and meeting the highway about 100m south of the current access. The latter would be closed, having very poor visibility by the main access, situated about 80m north of the farmhouse would remain but provide access to the farmhouse only.
- 1.3 Each barn would be converted into one dwelling. The larger barns (3 & 4) would require most change to facilitate residential use. The lean-to extensions of barn 3 would be reduced in size and an open section filled by a new stone wall, with a slate roof replacing corrugated sheeting. One new window and 3 rooflights would be required in each of the main elevations, plus new double doors in the eastern elevation. Barn 4 is partly open on the east elevation and this would be boarded between timber posts and above a low rendered plinth. The lean-to wall facing west would have 2 pairs of wide, full height windows plus rooflights, with 3 windows (enlarged ventilation slits) at first floor level and two pairs of rooflights in the main roof. Part of the lean-to would be used for garaging. Apart from a number of new windows

and rooflights barn 2 would be altered by the removal of the modern structures. The swimming pool would be filled in. The main change to barn 1 would be a re-built lean-to conservatory at the southern end of the building. This would be slightly wider and with higher eaves than the existing dilapidated structure.

## 2. Policies

### 2.1 Planning Policy Guidance

PPS7 - Sustainable Development in Rural Areas

### 2.2 Hereford and Worcester County Structure Plan

Policy CTC2 - Area of Great Landscape Value  
 Policy CTC13 - Buildings of Special Architectural or Historic Interest  
 Policy CTC14 - Criteria for the Conversion of Buildings in Rural Areas  
 Policy H20 - Residential Development in Open Countryside

### 2.3 South Herefordshire District Local Plan

Policy C1 - Development Within Open Countryside  
 Policy C16 - Protection of Species  
 Policy C36 - Re-use and Adaptation of Rural Buildings  
 Policy C37 - Conversion of Rural Buildings to Residential Use  
 Policy SH24 - Conversion of Rural Buildings  
 Policy T1A - Environmental Sustainability and Transport  
 Policy T3 - Highway Safety Requirements

### 2.4 Herefordshire Unitary Development Plan (Revised Deposit Draft)

Policy HBA12 - Re-Use of Traditional Rural Buildings  
 Policy HBA13 - Re-Use of Traditional Rural Buildings for Residential Purposes  
 Policy NC5 - European and Nationally protected Species  
 Policy NC8 - Habitat Creation, Restoration and Enhancement  
 Policy T11 - Parking Provision

### 2.5 Supplementary Planning Guidance

Re-Use and Adaptation of Traditional Rural Buildings

## 3. Planning History

- |     |               |   |   |                       |
|-----|---------------|---|---|-----------------------|
| 3.1 | SE005/0501/F  | Conversion of barn to 3 dwellings, construction of vehicular access road and road.  | - | Withdrawn<br>24.11.05 |
|     | SE2005/2872/F | Conversion of barn to one dwelling, construction of vehicular access road and road. | - | Withdrawn<br>24.11.05 |

## 4. Consultation Summary

### Statutory Consultations

4.1 No statutory or non-statutory consultations required.

Internal Council Advice

4.2 The Traffic Manager points out that it was agreed at site meeting that access should be 15m north of existing boundary hedge rather than about 13m as submitted. Conditions are recommended. The development would not appear to affect public footpath WP3.

4.3 The Conservation Manager does not object from an architectural point of view and recommends conditions.

## **5. Representations**

5.1 The applicants' agent has made the following submission:

1. The resubmitted schemes entail conversion of 4 buildings to single dwellings and the replacement of existing 'blind' vehicular access with one much safer.
2. The proposed designs respect the character and appearance of these buildings and would ensure the mutual privacy of occupiers of this and the proposed neighbouring dwelling.
3. The alignment of the access road has been chosen to minimise its visual impact upon the landscape.
4. I attach a letter from Williams Parry explaining the unsuccessful campaign to advertise this building as commercial floor space. The buildings do not lend themselves to commercial use because access is restricted and dangerous, the expense of rendering suitable for commercial use would be prohibitive and because of their close proximity of these buildings to the applicants' home.
5. The proposed development would accord fully therefore with relevant operative national and local planning policies.
6. My clients have no need to erect a replacement agricultural barn.
7. The only objection raised by local residents to the earlier applications was that the proposed new vehicular access would interfere with their informal car parking area. The current application promotes a different access point which provides good visibility splayed unimpeded by the neighbours' parked cars.
8. In addition an Ecological Survey has been submitted.

5.2 The Parish Council has no objections to these proposals.

5.3 One letter has been received objecting to each application. In summary the following reasons are given:

- (1) intended entrance is very close, in fact directly opposite, my property and can only increase the dangers of an accident
- (2) a minor road but heavily used by both commercial and private vehicles, many travelling at excessive speeds - it would become dangerous entering and leaving my property

(3) pets have been lost due to speeding vehicles - if permission granted next death could well be human

(4) two other farm entrances and no reason for a third

5.4 The Ramblers Association and Open Spaces Society raise no objections to the proposals.

The full text of these letters can be inspected at Southern Planning Services, Blueschool House, Blueschool Street, Hereford and prior to the Sub-Committee meeting.

## **6. Officers Appraisal**

6.1 The barns have been marketed for over 6 months but no interest was expressed for commercial use. The barns are attractive traditional farm buildings and worthy of retention. In principle therefore conversion to residential use would comply with the Council's policies. The issues in this case are therefore firstly whether the schemes would retain the character of the buildings and secondly, whether the proposed access would prejudice highway safety.

6.2 As noted above the two larger barns (3 & 4) would require significant alteration to external appearance. In the case of barn 3 this is primarily the change to the existing lean-to, including a re-built wall. These would enhance the appearance of the building and offset the new windows, doors and rooflights. Barn 4 is unusual for a large stone barn in that the east elevation is open, with the roof supported by posts. Boarding, as proposed, is the favoured design solution in these circumstances. The extensive glazing in the west elevation is the main concern. This has proved to be necessary as only a limited number of windows are proposed in the east elevation in order to protect the privacy of occupiers of barn 3 (only 8 or 9m away). However all the barns have been designed following discussions with officers and the Conservation Manager does not object to the proposals. Barns 1 and 2 require less intervention to be suitable for residential use and the design of the new conservatory is acceptable. I consider therefore that the conversion schemes retain the existing character of the barns as far as this is consonant with residential use.

6.3 Turning to the second issue the existing access close to the farmhouse has extremely limited visibility and closure would be of benefit to highway safety. The northern access is better in this respect but in view of traffic speeds and bends in the road visibility is still not sufficient in the Traffic Manager's opinion. The position of the proposed access would enable visibility splays of about 2 m x 90 m and is considered acceptable by the Traffic Manager. There is one caveat to this: just to the south of the proposed access the highway is somewhat wider and is used for car parking by visitors to the cottages opposite. The vehicular access to the latter is narrow and with restricted visibility. Ideally moving the access a few metres would ensure that vehicles parked in the unofficial lay-by would not block visibility at the proposed access and would be further from the access to the cottages. This is being discussed with the applicants' agent. Nevertheless a new access well to the south of the farm complex would be significantly safer than any alternative and would not, in the Traffic Manager's view, compromise highway safety.

6.4 The long access drive would be conspicuous as its alignment is over a distinct rise in ground level. However as the access in this position has distinct benefits for highway safety this impact is acceptable and can be mitigated by careful landscaping.

## **RECOMMENDATION**

**In respect of DCSE2005/3799/F:**

**Subject to submission of acceptable drawings of the proposed access and access drive the officers named in the Scheme of Delegation to Officers be authorised to issue planning permission subject to the following conditions and any additional conditions considered necessary by officers:**

**1 A01 (Time limit for commencement (full permission))**

**Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.**

**2 C02 (Approval of details)**

**Reason: To safeguard the character and appearance of this building of [special] architectural or historical interest.**

**3 G13 (Landscape design proposals)**

**Reason: In the interests of visual amenity.**

**4 G05 (Implementation of landscaping scheme (general))**

**Reason: In order to protect the visual amenities of the area.**

**5 G01 (Details of boundary treatments)**

**Reason: In the interests of visual amenity and to ensure dwellings have satisfactory privacy.**

**6 RB1 (No Permitted Development)**

**Reason: To ensure the character of the original conversion scheme is maintained.**

**7 H01 (Single access - not footway)**

**Reason: In the interests of highway safety.**

**8 H05 (Access gates)**

**Reason: In the interests of highway safety.**

**9 H06 (Vehicular access construction)**

**Reason: In the interests of highway safety.**

**10 H14 (Turning and parking: change of use - domestic)**

**Reason: To minimise the likelihood of indiscriminate parking in the interests of highway safety.**

**Informatives:**

- 1 HN05 - Works within the highway**
- 2 HN10 - No drainage to discharge to highway**
- 3 HN01 - Mud on highway**
- 4 HN04 - Private apparatus within highway**
- 5 N15 - Reason(s) for the Grant of Planning Permission**

Decision: .....

Notes: .....

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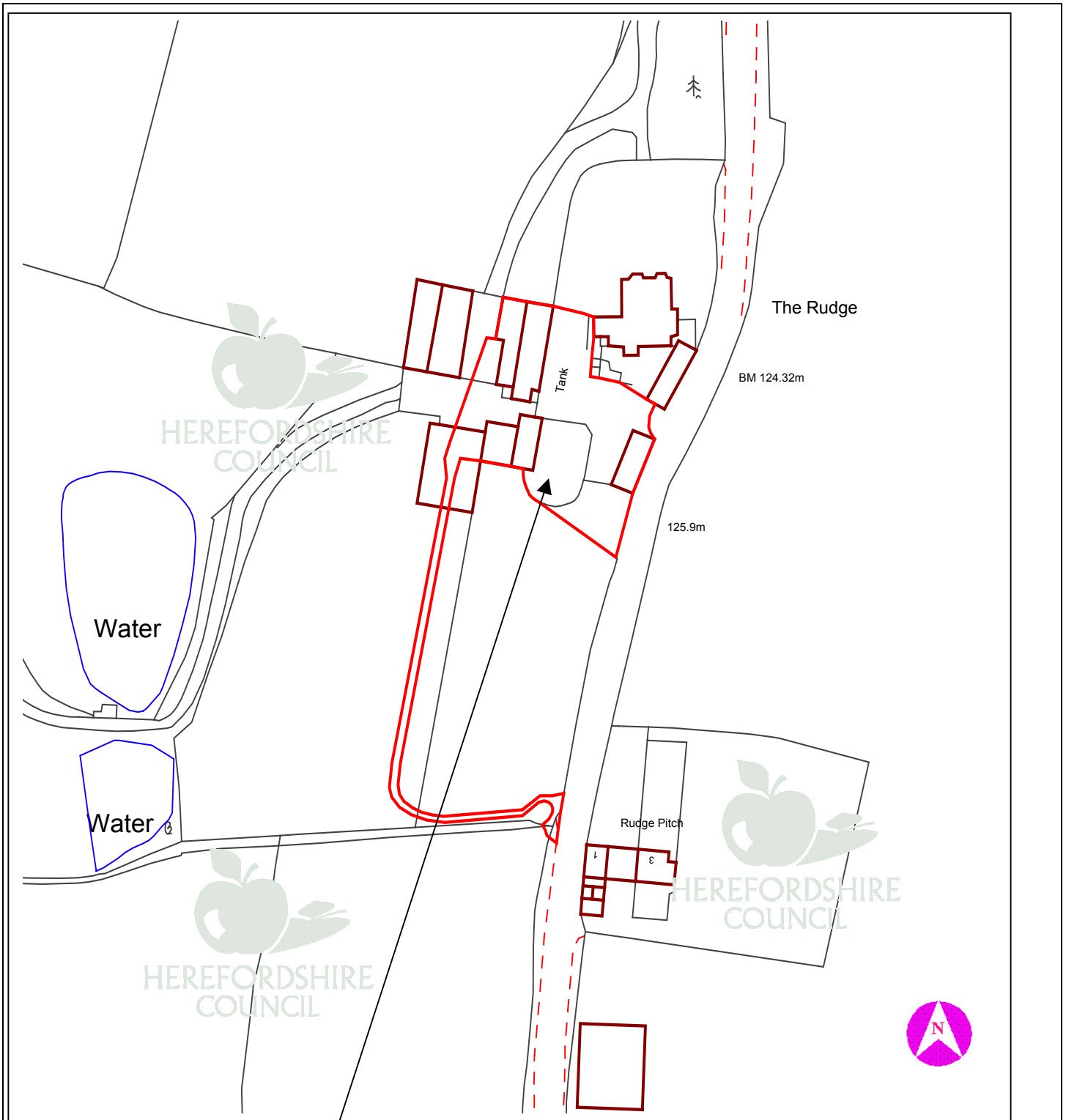
Decision: .....

Notes: .....

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**Background Papers**

Internal departmental consultation replies.



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**APPLICATION NO:** DCSE2005/3801/F

**SCALE :** 1 : 1250

**SITE ADDRESS :** Barns at Rudge Farm, Nr. Pontshill, Nr. Ross-on-Wye, Herefordshire

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