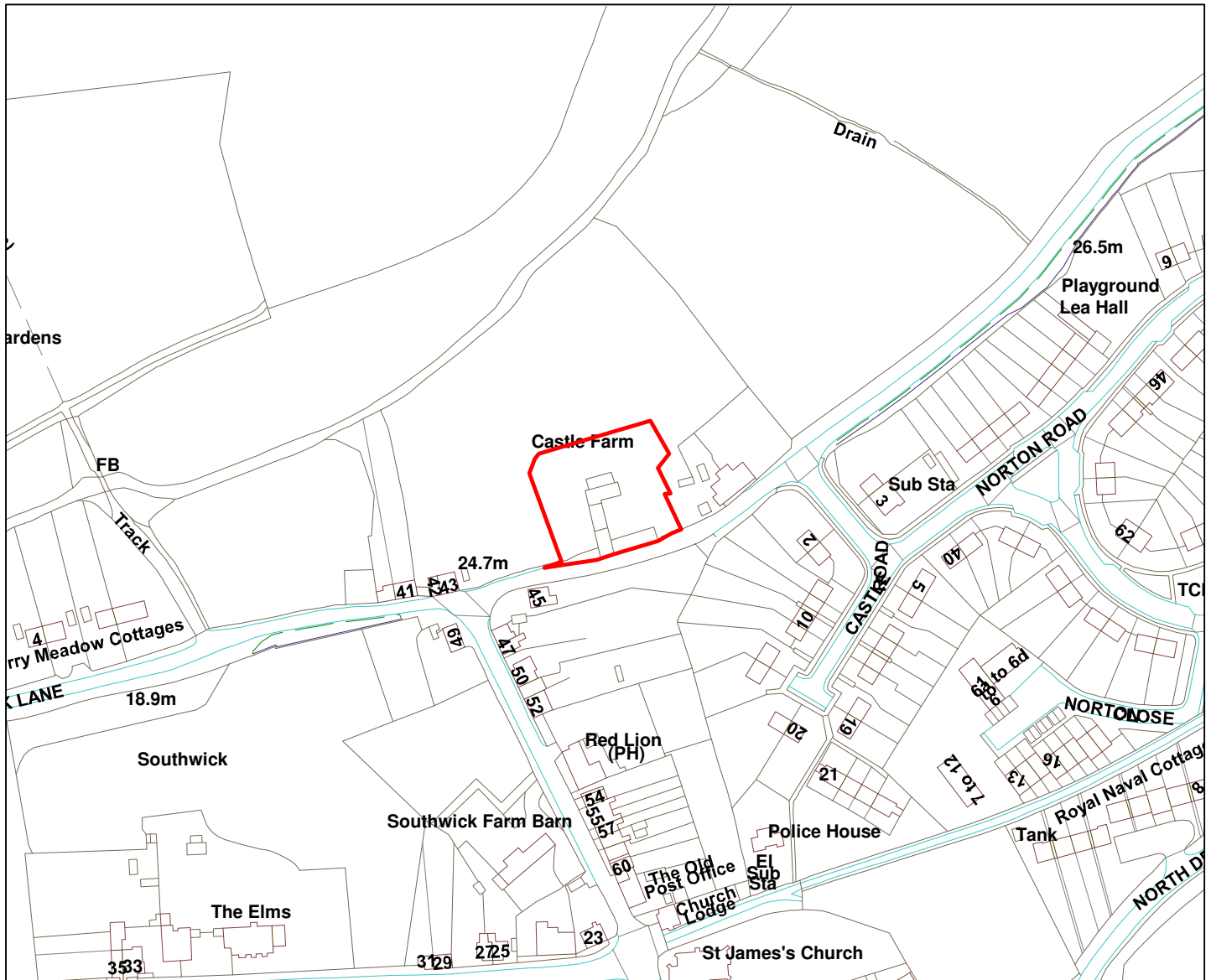


Castle Farm, Denmead Rd, Southwick

09/01018/FUL



Winchester
City Council



Legend

Scale: 1:2500



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Organisation	Winchester City Council
Department	Development Services
Comments	
Date	12 August 2009
SLA Number	00018301

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 6
Case No: 09/01018/FUL / W08809/01
Proposal Description: Change of use of barns from agricultural to commercial (class B1), construction of new vehicular access and car parking, closure of existing access, demolition of dilapidated cartshed.
Address: Castle Farm Denmead Road Southwick Fareham Hampshire
Parish/Ward: Southwick And Widley
Applicants Name: The Southwick Estate
Case Officer: Mr James Jenkison
Date Valid: 27 May 2009
Site Factors: Southwick Conservation Area.

Recommendation: Application Permitted

General Comments

This application is reported to Committee at the request of Councillor Cooper, whose request is appended in full to this report.

This application is a resubmission of previous applications which have been withdrawn as a result of concerns raised by consultees. This application has addressed those concerns.

Site Description

The site lies within the countryside on the northern side of Southwick Village and is within the Southwick Conservation Area. It comprises approximately 0.23 hectares of land, consisting of a group of farm buildings and adjacent yard and countryside. The application buildings are the remains of a typical traditional farmstead group, located on the edge of the village of Southwick and providing a tangible reminder of the historical origins of the village. The farm buildings are in a dilapidated state, which undermines the attractiveness of the historic design and materials of the buildings and the lane by giving an impression of neglect. The buildings are arranged in a u-shape and, along with Castle Farmhouse located to the east, enclose a courtyard that has an access onto Denmead Road.

Another yard, which is overgrown, is located to the north of the barn complex and is separated from adjacent fields and a copse by a hedgerow. There is a farm track around the rear of the buildings, where a second access is located.

The walls of the buildings of the barn complex form the boundary with Denmead Road and act to hinder visibility for the two accesses. Denmead Road has the appearance of an historic country lane, with the barn complex preceded by thatch roof cottages (Nos. 41- 43 Back Lane) when approached from the west, and countryside to the east. However, to the east of the site and on the opposite side of the road, is the bell-mouth access of a modern suburban estate, Castle Close, which introduces modern building forms into views of the area.

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Proposal

The proposal involves the repair and conversion of the farm buildings to B1 use (offices, research and development, light industry), the conversion of the courtyard to a landscaped pedestrianised area, the creation of a landscaped parking and manoeuvring area behind the farm buildings to the north, the closure of the existing track access and conversion to a landscaped area, and the creation of a new access and driveway to the west of the barn complex. A dilapidated cart shed, attached to the farm buildings, is also proposed to be demolished.

Relevant Planning History

07/01998/FUL: Change of use of former agricultural buildings into B1 use including relocation of existing barn, new access and formation of a car park - Withdrawn - 09/10/2007.

08/00427/FUL: Change of use of former agricultural buildings into B1 use including relocation of existing barn, new access and formation of a car park (Resubmission) - Refused - 10/04/2008.

Consultations

Conservation Officer:

Raised no objection to this resubmitted application, noting that the former farm outbuildings are within the conservation area. The loss of the buildings would be regrettable, as they are considered to be of architectural and historic interest worthy of retention as tangible reminders of the historical origins of Southwick as a farming community. The farm buildings were considered to be in poor structural condition, with the outbuilding to be removed comprising inconsequential remains only. The proposed parking area was considered to be inconspicuously located within the conservation area, and was therefore considered to have little impact on the settings of the nearest listed buildings. Conditions were recommended (Conditions 1 to 3).

Southern Water:

Noted that foul sewage disposal could be provided and that surface water should not drain to the sewer.

Archaeology:

Recommended an archaeological recording condition (Condition 4).

Highways Engineer:

Concluded that the new access and proposal was generally unlikely to cause demonstrable harm to users of the adjoining highway network. Conditions were recommended (Conditions 7 to 11).

Natural England/Hampshire Country Council Ecology Department:

The updated bat and bird survey was acceptable and work should proceed in accordance with Section 7 of the report (Condition 12).

Landscape Team:

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Considered that a landscape scheme was required to be submitted, as the buildings can be seen from a footpath by Common Lane and because the car park will need to be designed to avoid impacts on trees. It was noted that the area proposed for the car park is currently degraded land which would benefit from being cleaned up. The restoration of the dilapidated cowsheds would be a visual asset and enhance the setting of the listed buildings and the conservation area. It was also noted that, by situating the car park at a level lower than the buildings, the parking would be less visually intrusive from Denmead Road, but that the increase in number of cars on site and entering and exiting the site, might have an effect on the character of the conservation area. Conditions were recommended (Conditions 5 & 6).

Representations

Southwick Parish Council:

Objected to the application, on the grounds of highways safety.

2 letters received objecting to the application for the following reason:

- Proposed access would be dangerous.

Relevant Planning Policy

South East Plan 2009:

C5, BE5, BE6

Winchester District Local Plan Review

DP3, CE17, HE5, HE17

National Planning Policy Guidance/Statements:

PPS 7 Sustainable Development in Rural Areas

PPG 15 Planning and the Historic Environment

Planning Considerations

Principle of development

National, regional and local planning guidance and policies actively support the restoration of historic buildings of architectural interest, with Policy C5 of the South East Plan directing local authorities to identify parts of the rural-urban fringe currently or potentially subject to dereliction, and restore them to use. Policies CE17 and HE17 of the Local Plan support the re-use and conversion of rural buildings for B1 uses, subject to a list of criteria as set out below. The barn has been identified as having strong architectural and historic significance and the principle of development is considered to be in accordance with policy and acceptable in principle.

Design and layout of the proposal and the Impact on the Character of the Conservation Area (Policies HE5, HE17(iii), DP3, CE17(i, ii, iii & iv).

The barns have a very strong visually historic character and their restoration will complement the setting of the listed farm house by restoring its historic context. This will also improve the character of the conservation area and the setting of Southwick, as the farm complex is set at the edge of the settlement and forms an important aspect of the village's historical growth. The restoration of the barns also strengthens the historic

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context of the conservation area by improving and restoring an historic building to its original condition with acceptable alterations (with the brick and flint wall along the lane elevation having no alterations or window insertions, no rooflights being installed, limited additional window insertions in the buildings generally, and the visually prominent hayloft gable being restored to its original condition).

The parking area is to be located within the farmyard boundary, and does not break into the surrounding agricultural fields and, by retaining car parking to the rear of the barn, the parked and manoeuvring vehicles will not intrude into the tranquil and historic setting of the building complex and Denmead Road. The barns screen the access and vehicle parking arrangements to the rear, and the visual mass of the parking area is broken up through the use of curves in the driveway and landscaped areas and screening.

The provision of landscaping at the new access and the use of a gravel surfacing material will ensure that the access and visibility splays can be achieved without any materially harmful detriment to the locality. Moreover, the historic farm courtyard will be freed up for non-vehicular amenity space and positively contribute to the visual character of the farmyard and its surroundings.

Structural Condition of the Building (CE17(ii), HE17(i))

Whilst substantial structural work may be necessary for the building, this would not undermine its historic appearance and would comply with the principle of Policy HE17(i), as the external appearance of the buildings is the most important matter, with internal features having no recognised historic importance. The proposal envisages retaining the existing wooden beams and rafters, with strengthening where necessary and the reinforcing and repairs outlined in the report indicate that the proposal does not involve or require substantial reconstruction, making the proposal compliant with Policy CE17(ii).

Impact on the amenities of neighbouring properties

The change of use will ensure that noisy activities that might otherwise take place in the courtyard are removed, improving amenities for the occupiers of Castle Farmhouse. The restoration of the barns and the courtyard for amenity space will also improve the visual outlook from the farmhouse. B1 activities are those which are considered to be able to operate side by side with residential activity without causing material harm to the amenities of residential properties. As the proposed use is of a modest scale and would replace a permitted use that potentially could have much more harmful effects on residential amenity, it is considered that it would not have a materially harmful effect on neighbours' amenities.

Highways/Parking

The proposed conversion to B1 activity would be likely to only attract minimal levels of HGV traffic or parking, ensuring that the historic rural character of the locality is retained. Vehicle parking, servicing and movement for a small scale office development of this nature will be dominated by small vehicles and limited traffic movements, protecting the tranquillity of the historic lane and ensuring that parked vehicles do not visually overpower the buildings and rural/urban context of the village here.

The proposed access will replace an existing access that has poor visibility and the Highways Engineer concluded that the new access and proposal would be generally unlikely to cause demonstrable harm to users of the adjoining highway network.

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Accordingly, the Highways Engineer did not object to the proposal and recommended conditions of consent to ensure that appropriate visibility splays were achieved (Conditions 7 to 11).

Conclusion

The historic nature of the barns is such that they are no longer suitable for modern agricultural purposes, but are too large to be used for purposes ancillary to a dwelling. The conversion of the barns for B1 employment use will allow the barns to be restored in a manner that ensures that they make a positive contribution to their surroundings and do not materially harm neighbours' amenities.

Recommendation

Application Permitted, subject to the following conditions:

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be constructed using external facing materials to match those on the existing building. If any materials or their means of fixing are not identical to the original, then drawn details (and samples) of these materials shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of works on the site. The development shall be carried out in accordance with the approved details and materials.

Reason: To preserve the character and appearance of the conservation area and the settings of nearby listed buildings.

3. There shall be no demolition of any parts of the building except as detailed on the approved plans and accompanying Engineers' Report by Archibald Shaw dated 1st December 2008. The remaining parts shall be retained and incorporated in the new structure in accordance with the approved plans and accompanying Engineer's Report.

Reason: To comply with Local Plan policies and to preserve the character and appearance of the conservation area.

4. No demolition or alteration to structures on the site shall take place until the applicant or their agents or successors in title has secured and implemented a programme of archaeological recording in accordance with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To ensure that the archaeological and historical interest of structures on the site is properly safeguarded and recorded.

5. No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these

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works shall be carried out as approved. These details shall include the following, as relevant:

- existing and proposed finished levels or contours;
- means of enclosure;
- car parking layout;
- other vehicle and pedestrian access and circulation areas;
- hard surfacing materials;
- minor artefacts and structures (eg. street furniture, play equipment, refuse or other storage units, signs, lighting etc);
- proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc, including lines, manholes, supports etc.)
- retained historic landscape features and proposals for restoration.

Soft landscape details shall include the following as relevant: (Sub Para)

- planting plans;
- written specification (including cultivation and other operations associated with plant and grass establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities, where appropriate;
- retained areas of grassland cover, scrub, hedgerow and woodland;
- manner and treatment of watercourses, ditches and banks;
- implementation programme.

Reason: To improve the appearance of the site in the interests of visual amenity.

6. No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Landscape maintenance shall be carried out in accordance with the approved schedule.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation and historic significance.

7. The proposed access and drive shall be laid out and constructed in accordance with specifications to be first submitted to and approved in writing by the Local Planning Authority.

NOTE: A licence is required from Hampshire Highways Winchester, Central Depot Bar End Road, Winchester, SO23 9NP, prior to commencement of access works.

Reason: To ensure satisfactory means of access.

8. Before the development hereby approved is first brought into use, the access shall be constructed with a non-migratory surfacing material for a minimum distance of 10 metres from the highway boundary.

Reason: In the interests of highway safety.

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9. The existing vehicular access to the site, located adjacent to the western side of the buildings, shall be stopped up and abandoned and the verge crossing shall be reinstated to the requirements of the Local Planning Authority, immediately after the completion of the new access hereby approved and before the new access is first brought into use.

Reason: In the interests of highway safety and the amenities of the area.

10. Before the development hereby approved is first brought into use, visibility splays of 2.0 metres by 33 metres shall be provided at the junction of the access and public highway. The splays shall be kept free of obstacles at all times.

Reason: In the interests of highway safety.

11. Before the development hereby approved is first brought into use, a turning space shall be provided within the site to enable vehicles using the site to enter and leave in a forward gear. The turning space shall subsequently be retained and kept available for such purposes at all times.

Reason: In the interests of highway safety.

12. All repairs and alterations to the barns shall be undertaken in accordance with the details outlined in Section 7 of the updated Bat and Bird survey undertaken by Michael Wood Associates for Southwick Estates dated July 2009 and submitted for this application.

Note: If bats are found within the building, then a license may be required from Natural England for any works to proceed on the site.

Reason: In the interests of nature conservation.

Informatives:

1. This permission is granted for the following reason:

The development is in accordance with the policies and proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

2. The Local Planning Authority has taken account of the following Development Plan policies and proposals:-

Winchester District Local Plan Review 2006: DP3, CE17, HE5, HE17.

City Councillor's request that a Planning Application be considered by
Planning Development Control Committee

<u>Request from Councillor: Councillor JA Cooper, Ward Member Boarhunt & Southwick</u>
<u>Case Number: 09/01018/Ful</u>
<u>Site Address: Castle Farm, Denmead Road, Southwick, Fareham, Hants</u>
<u>Proposal Description: Change of use & construction of a new vehicular access</u>
<u>Requests that the item be considered by the Planning Development Control Committee for the following material planning reasons: I have some serious concerns about traffic safety in relation to the proposed vehicular access being so close to a bend where there have been numerous close shaves in the past. I have received a significant number of representations from local residents and Parish Councillors about the 'sanity' of this idea. Southwick PC have long held the view that while the change of use and improvements to buildings are welcome this will only be acceptable in highways safety terms if the access is located opposite Castle Road.</u>
<u>If the access is located where proposed there are road safety issues related to visibility, stopping distance etc.</u>
<u>I WISH THIS APPLICATION TO BE CONSIDERED BY PDC given that there are serious highways safety issues to be considered.</u>
<u>Cllr J A Cooper MBE</u>

- Members should make their request as quickly as possible otherwise the case may be determined under delegated powers soon after the expiry of the publicity period. The committee date for the application will depend upon when the request is received in relation to the committee cycle.
- It would be helpful if Members can indicate their preferred outcome to avoid it going to Committee unnecessarily