

Parish: Crayke
Ward: Easingwold

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Committee Date: 7 December 2017
Officer dealing: Mr Mark Russell
Target Date: 21 November 2017
Date of extension of time (if agreed):

17/02014/FUL

Change of use of agricultural building into Use Class B8 (general storage of caravans and motorhomes)

**At Providence Farm, Rookery Lane, Crayke
For Mr & Mrs Chris Hodgson**

This application is referred to Planning Committee at the request of Councillor Knapton as the recommendation is contrary to the Highway Authority's recommendation

1.0 SITE, CONTEXT AND PROPOSAL

1.1 Providence Farm is an operational agricultural unit which lies within open countryside approximately 50 metres south west of the junction of Chesler-Pit Lane and Rookery Lane. The building the subject of this application is a substantial freestanding partly open sided structure constructed of a combination of breeze block, Yorkshire boarding and grey fibre cement sheeting and located on the eastern side of the farmyard. It is currently used for ancillary agricultural storage but has become surplus to farming requirements following the end of the dairy herd.

1.2 The building has a floor area of 382 sq. m and permission is sought to use it for the storage of caravans and camper vans. The applicant considers the building has a capacity to accommodate around 16 caravans and camper vans. The application site includes the access from Rookery Lane and an adjacent area of the farmyard.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

2.1 None.

3.0 RELEVANT PLANNING POLICIES

3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 - Access
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP15 - Rural Regeneration
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Development Policies DP1 - Protecting amenity
Development Policies DP3 - Site accessibility
Development Policies DP9 - Development outside Development Limits
Development Policies DP16 - Specific measures to assist the economy and employment
Development Policies DP30 - Protecting the character and appearance of the countryside
Development Policies DP32 - General design
National Planning Policy Framework

4.0 CONSULTATIONS

4.1 Parish Council - No observations received.

- 4.2 Highway Authority - Requires the provision of passing places on Rookery Lane, which the applicant is unwilling to provide. Consequently the Authority recommends refusal of the application on the grounds that it will lead to the increased vehicular use of the substandard Rookery Lane by motorhomes and caravans to the detriment of highway safety in the area.
- 4.3 Hambleton Hills AONB Area Advisory Committee - No objection provided that motorhomes and caravans are stored wholly within the building and a condition is imposed with a view to controlling any external security lighting.
- 4.4 Public comments – None received.

5.0 OBSERVATIONS

- 5.1 The main issues to consider are: (i) whether a use of this nature would be appropriate in planning policy terms in this location; (ii) the likely impact that the proposed development would have upon the character and appearance of the countryside; (iii) the amenity of nearby residents; and (iv) highway safety.

Principle

- 5.2 Given the nature of this proposal and the location of these premises, it is considered that the development needs to be considered against the requirements of policies CP1, CP2, CP4, CP15, CP16, CP17, DP1, DP3, DP9, DP16, DP30 and DP32 of the Local Development Framework and the provisions of Section 7 and 11 of the National Planning Policy Framework. It is considered, on balance, that it would satisfy the requirements of these for the following reasons:
- (a) The use of an existing building for storage purposes can be viewed as appropriate within the open countryside;
 - (b) The development would not occupy a sustainable location but would be sustainable in so far as it involves the re-use of an existing building;
 - (c) The proposal would have no significant impact on the openness or appearance of the countryside because it involves the re-use of an existing building that adjoins other buildings without enlargement or alteration to its external appearance; and
 - (d) An approval of this proposal could reasonably be viewed in the context of supporting agricultural diversification and the rural economy.

In view of the above the proposal is considered to be acceptable in planning policy terms.

Character and appearance of the countryside

- 5.3 It is not proposed to increase the size of, or make any external alterations to, the building as part of this proposal. Furthermore a condition can reasonably be imposed on any approval requiring that caravans and camper vans are stored wholly within the building. On this basis, and subject to the imposition of a condition of this nature, it is considered that the development should have no significant impact either upon the appearance of the host building or the surrounding open countryside.

Neighbour amenity

- 5.4 It is not intended to increase the size of the building as part of the proposal. Consequently the change of use would not affect the level of light currently received by the neighbouring properties.

- 5.5 Storage uses can potentially cause disturbance to local residents by reason of noise. However, in this case the nearest separately owned property lies some 70 metres away to the south and it is not envisaged that the storage of caravans and camper vans is likely to generate much noise in itself once they have been arrived at the site. In view of this, it is considered that the proposal is unlikely to give rise to sufficient noise to justify a refusal based on noise nuisance grounds.

Highway safety

- 5.6 The Highway Authority considers that passing places should be provided on Rookery Lane between the site and Crayke Road in order to render the scheme acceptable in highway safety terms. The applicant is however unwilling to provide these. As a consequence of this the Highway Authority recommends refusal of the application on the basis that it will lead to the increased vehicular use of this substandard single width lane by motorhomes and caravans to the detriment of highway safety in the area. The Highway Authority's recommendation has been considered accordingly. However, on balance it is considered that a refusal of the application on this ground would be difficult to sustain for the following reasons:

- (i) It is envisaged that a use of this scale and nature (comprising about 16 caravans and camper vans) in place of the continuing use of the building for agricultural purposes would not generate significant additional vehicular movements along Rookery Lane;
- (ii) Given the countryside location and minor nature of that lane it seems unlikely, on the balance of probability, that it will currently be experiencing especially high levels of vehicular use. A site inspection noted that there is no significant over-running of verges and no traffic on the lane at that time; and
- (iii) Given the countryside location of the road it is also likely that it is already being used, at least in part, by large agricultural vehicles.
- (iv) The opportunity for vehicles is limited by the carriageway width but opportunity for passing exists at access points along Rookery Lane.

- 5.7 If the farm requires additional storage space in the future the use of the building could revert to agricultural use and thereby avoid the need for additional buildings in the landscape. The proposal is considered to be acceptable in all other aspects. There is considered to be sufficient space within the farm yard to satisfactorily manoeuvre caravans and motor homes into and out of the building whilst still allowing for the satisfactory circulation of agricultural vehicles. Additionally given the relatively low level of vehicular use that Rookery Lane is likely to be experiencing it is also contended that such vehicles would be able to safely enter that highway using the existing access.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the Location Plan (Licence number 100055949) and drawing numbers H336/1 (Existing Block Plan) H336/2 (Proposed Block Plan) H336/3 (Existing and Proposed Floor Plans) H336/4 (Existing and Proposed Elevations) and H336/5 (Existing and Proposed Cross-Sections) received by Hambleton District Council at the time that the application was made valid on 26th September 2017, unless otherwise approved in writing by the Local Planning Authority.

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended), or any subsequent legislation revoking or superseding those Orders, this approval shall solely allow the building, the subject of this application, to be used for the storage of caravans and motor homes as defined by Class B8 of the former legislation and for no other purpose whatsoever without the prior written approval of the Local Planning Authority.
4. No caravans or motor homes shall be stored outside of the building.
5. No lighting shall be installed outside of the building without the prior written approval of the Local Planning Authority.

The reasons are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings, in accordance with the requirements of Policies CP1, CP4, CP15, CP16, CP17, DP30 and DP32 of the Local Development Framework and Sections 7 and 11 of the National Planning Policy Framework.
3. To enable the Local Planning Authority to retain a degree of control over the development having regard to the sensitive location of this site within the open countryside.
4. In order to safeguard the character, appearance and openness of the surrounding countryside, in accordance with the requirements of Policies CP1, CP16, CP17, DP30 and DP32 of the Local Development Framework and Section 11 of the National Planning Policy Framework.
5. In order to safeguard the surrounding countryside from light pollution, in accordance with the requirements of Policy DP1 of the Local Development Framework.