

Barn Hey Farm, Netherley Road, Tarbock Green, Knowsley, L35 1QG

Issues and Risk Log

22 July 2019

Proposal: **CONVERSION OF EXISTING AGRICULTURAL BUILDINGS TO RESIDENTIAL AND USE OF LAND AT REAR OF THE FARM FOR RESIDENTIAL NEW BUILDS**
Planning Ref: **19/00020/PREAPP**

On basis of information submitted 21/03/2019

- Cover Letter (dated 20 March 2019)
- Barn Details and Photographs
- Location Plan

National Planning Policy Framework – see [here](#)

Development Plan:

- Knowsley Local Plan Core Strategy, adopted January 2016 – see [here](#)
- Saved Policies of the Knowsley Replacement Unitary Development Plan, adopted June 2006 – see [here](#)
- Merseyside and Halton Joint Waste Local Plan 2013 - see [here](#)

Relevant Supplementary Planning Documents (see [here](#)):

- Design Quality in New Development SPD;
- Ensuring a Choice of Travel SPD
- New Residential Development SPD

The Council's Validation checklist can be found using the link below.

<https://www.knowsley.gov.uk/residents/building-and-planning/planning-permission-consultation-on-planning-validation-checklist>

The most significant planning issues, and therefore risks to achieving a planning permission, are shown below. Those issues highlighted in red are considered to be of high risk to the achievement of a successful outcome. This is a working document and will be updated during the course of the project when issues are addressed.



High



Medium



Low

PERCEIVED RISK		CURRENT POSITION & NEXT STEPS	
<p>Principle of Development – Area A</p>	<p>The site is located within the Green Belt. Para 145 of the National Planning Policy Framework states that new buildings in the Green Belt are inappropriate unless one of the exceptions is met. Para 146 also lists additional exceptions.</p> <p>Area A - This area was previously used in association with an agricultural use.</p> <p>Para 146 states the following:</p> <p><i>“146. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:</i></p>	<p>Residential conversion of the buildings is acceptable in principle provided the openness of the green Belt is preserved. In order to comply with this criteria, the development would have to be only for the conversion of these buildings without extending them in size.</p>	

	<p><i>d) the re-use of buildings provided that the buildings are of permanent and substantial construction;"</i></p> <p>The two barns close to the farmhouse and the grey more recent brick built structure are considered to be of permanent and substantial construction. Therefore conversion of these building would be acceptable in principle.</p> <p>However, the barns (in particular the barn that is open to the elements at the side) does not appear to be of permanent and substantial construction</p>	
<p>Principle of Development – Area B</p>	<p>Area B - This area is undeveloped land. As a result, housing development on this area would not meet any of the exceptions listed in NPPF para 145 or 146. The development would therefore be inappropriate</p> <p>development in the Green Belt and would be contrary to national and local policy as very special circumstances have not been demonstrated.</p>	<p>Housing development at this location would be inappropriate development in the Green Belt and would be unacceptable in principle.</p>
<p>Living conditions of future occupiers</p>	<p>Adequate light, outlook and privacy will need to be provided for the occupiers of the outbuilding. In addition adequate private amenity space will also need to be provided for future occupiers.</p>	<p>Any future planning application should demonstrate how acceptable light and outlook will be provided to the occupiers of the outbuilding. In particular, more detail should be provided on the position of windows and doors within the outbuilding and how they will provide adequate living conditions for the future occupiers of the dwelling. Details of the proposed private amenity space areas for each of the dwellings should also be shown.</p>

Impact on Neighbouring properties	<p>The impact of the development on the living conditions of the existing farmhouse will need to be considered. This is particularly the case for any conversion of the buildings in close proximity to the farmhouse.</p>	<p>The impact on the existing farmhouse will need to be addressed in any planning application.</p>
Design	<p>Due to its sensitive rural Green Belt location, an attractive design that reflects the traditional rural character of the area is required in line with the guidance within Supplementary Planning Document (SPD), titled Design Quality in New Development. It is considered that simply converting the existing grey built structure would result in a residential property of poor design and therefore significant external changes to the appearance of the building would be required.</p>	<p>The design of the building should be consistent with the character of the other buildings in the area and its rural location.</p> <p>The Design and Access Statement should explain the design principles and concepts that have been applied to the development, and demonstrate how the proposed development's context and relevant planning policies have influenced the approach to design.</p>
Highways	<p>Additional parking will be required to take into account the development. The following comments have been made by the councils highways department:</p> <ul style="list-style-type: none"> • Adequacy of parking and turning facilities associated with the proposed development: <p>No details have been submitted. The amount of parking required is set out in the Supplementary Planning Document (SPD) titled Ensuring a Choice of Travel. This document can be viewed by following the link below: http://www.knowsley.gov.uk/pdf/TravelSPDLowRes.pdf</p>	<p>Details of additional parking spaces, traffic generation, visibility splays etc. will need to be shown in any planning application.</p>

	<ul style="list-style-type: none"> • Traffic generation from the development proposed <p>No information has been submitted therefore assessment as to whether the proposal will have material impact on other highway users, or the adjacent highways, is not able to be undertaken.</p> <ul style="list-style-type: none"> • Road access to the site of the development <p>The location for vehicle ingress and egress is not given. Design of the access should accommodate sightlines for drivers appropriate to the speed of the traffic on Netherley Road which is greater than 40 mph (50mph);refer to the document titled DESIGN MANUAL FOR ROADS AND BRIDGES for the required sightline dimensions (use the link below).</p> <p>http://www.standardsforhighways.co.uk/ha/standards/dmrb/Vol6/section1/t993.pdf</p> <ul style="list-style-type: none"> • Impact on highway safety <p>No information has been submitted therefore assessment regarding potential impact on highway safety is not able to be undertaken.</p> <ul style="list-style-type: none"> • Other considerations 	
--	--	--

	<p>There is no proposed site layout plan and therefore Highways are unable to provide detailed pre-application comments. The following issues may also need to be considered in a future application for development on the site:</p> <ul style="list-style-type: none"> o Adopted highway boundary and street furniture - A proposed site layout plan must show the existing adopted highway boundary for the site and any existing street furniture/traffic calming measures that may need to be relocated/altered as a result of the proposals. o A S38/S278 highway agreement may be required prior to the commencement of any construction work to adopt the proposed highway for the development/to undertake works on the existing adopted highway. o Street lighting/signing PFI - The Council entered into a Street Lighting and Signing PFI Contract on 1st August 2011 and as part of this the majority of street lights and some traffic signs in the Borough are being replaced over the next few years. All new street lighting and signing to be installed on the existing public highway or highway proposed for adoption will be subject to a commuted sum to cover its future maintenance. The developer will be responsible for paying for the relocation of any existing signs/lighting columns which must be agreed/undertaken by the PFI Service Provider, SSE. 	
--	--	--

	<ul style="list-style-type: none"> o Boundary treatments – solid boundary treatments on the plot frontages/sides or adjacent to vehicular accesses must be no more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from accesses. Alternatively pedestrian intervisibility splays of 2 x 2 metres must be provided adjacent to both sides of vehicular accesses. o Waste management – details would be required. o Electric vehicle charging points are required for each dwelling. 	
Contamination	<p>There may be contamination associated with the existing buildings. Therefore contamination surveys will be required.</p> <p>A Phase 1 site investigation will be needed before any works can commence in order to establish whether there are any concerns of contamination from the current or previous use of the site or adjacent sites. This report shall include the results of a desk study, site walkover, and human health and environmental risk assessment.</p> <p>If identified as necessary by the desk study a Phase 2 site investigation and remediation proposals shall be</p>	<p>Appropriate contamination surveys will be required as part of a planning application.</p>

	<p>submitted for approval prior to works commencing. In any event the applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should previously unsuspected contamination be encountered during the development of the site. A site completion report shall be submitted for written approval prior to occupation confirming that encountered site conditions were as expected and detailing any necessary remedial actions.</p>	
Heritage	<p>The two brick barns closest to the farmhouse date to the Victorian era and are built in the local vernacular style using locally typical materials. They have some historic interest and development should preserve their traditional agricultural character.</p> <p>Any development of the other buildings should also seek to retain an agricultural character.</p> <p>Advice from Historic England should be taken into account, see https://historicengland.org.uk/images-books/publications/adapting-traditional-farm-buildings/eaag158-adapting-traditional-farm-buildings/</p>	<p>The heritage significance of the current buildings should be detailed in a Heritage Statement which should be submitted to support any planning application. Features of value should be retained in the redevelopment.</p> <p>Where possible the design of the building should avoid adding new openings, and re-use the existing openings in the buildings. The style of new windows and doors should avoid standard domestic designs, to preserve the agricultural character of the building.</p> <p>The barn adjacent the road has locally distinctive diamond pattern ventilation features (fronting the road) which adds to the character of the area. This should be retained as part of any development.</p>

Planning Law requires the submission of certain information with a planning application dependent upon its type, scale and location. More detail about this can be found [here](#). Please see the validation checklist:

https://www.knowsley.gov.uk/knowsleycouncil/media/Documents/Validation-Checklist-Nov-2018-Draft-for-Consult_2.pdf

DOCUMENT	STATUS
Existing and Proposed Plans and Elevations	Essential
Existing and Proposed Site Plans	Essential
Details of proposed parking, access and bin storage arrangements	Essential
Details of Materials	Essential
Planning Statement (including statement of community involvement)	Essential
Volume Calculations (showing volume of existing buildings and proposed buildings) (if different)	Essential
Design and Access Statement	Essential
Heritage Assessment	Essential
Contamination surveys	Essential
Details of Electric Vehicle Charging Points	Desirable – would reduce details needed before commencement of development.

Note: The risks and uncertainty associated with an application's outcome can be reduced if information requirements are met, when an application is submitted. It can alleviate the need for planning conditions requiring the submission and further approval of additional details.

The advice given here does not indicate any formal decision by the Council as Local Planning Authority. Any views or opinions are given without prejudice to the formal consideration of any planning application and are based on the details submitted, site observations and other available information sources. A formal decision on a proposal can only be given on the submission of a planning application after its full consideration, which will involve consultation with local residents,

statutory consultees and any other interested parties. You should also bear in mind that any subsequent changes to planning legislation or planning policies may affect the advice given. The pre-application process involves engagement by both the Local Planning Authority and potential applicants and, as such, we would welcome further discussions as you consider necessary although protracted discussions may incur additional fees to be advised in advance.