

Item No 08:-

16/04529/FUL (CD.9616)

**Barns to East of Grange Farm
Horn Lane
Evenlode
Gloucestershire**

**Conversion and extension of Dutch barn to form a single dwelling; conversion and alteration of barn 2 to form 3 dwellings to be used as holiday lets and extension, use of barn 1 for purposes falling within class B1 (business) and for stabling of horses and creation of new access at
Barns to East of Grange Farm
Horn Lane Evenlode**

Full Application 16/04529/FUL (CD.9616)	
Applicant:	Mr & Mrs P Thwaites
Agent:	JPPC Chartered Town Planners
Case Officer:	Martin Perks
Ward Member(s):	Councillor Julian Beale
Committee Date:	12th April 2017
RECOMMENDATION:	PERMIT

Main Issues:

- (a) Policy and Guidance Relating to the Conversion of Rural Buildings
- (b) Farm Diversification
- (c) Sustainability of Location
- (d) Impact on Character and Appearance of Moreton-in-Marsh Surrounds Special Landscape Area
- (e) Access and Highway Safety
- (f) Impact on Protected Species
- (g) Flooding and Drainage

Reasons for Referral:

This application has been referred to Planning and Licensing Committee at the request of Cllr Beale for the following reasons;

'First, I believe that the proposed conversion of farm buildings into residential accommodation, plus holiday lets, plus business premises will have a cumulatively adverse effect on this rural backwater in the Moreton in Marsh SLA.

Secondly, I question the validity of the conclusions reached in the survey of likely movements of cars and trucks on this single lane stretch of road.'

1. Site Description:

The application site measures approximately 0.7 hectares in size. It is currently in agricultural use. The site contains two post war portal framed agricultural livestock buildings and a post war Dutch barn with mono-pitched extensions to its side and rear. The northern boundary of the site adjoins Horn Lane which is a single carriageway unclassified lane. Horn Lane provides access to the village of Evenlode to the west. It also extends in an easterly direction past the site for approximately 450m before ending in a cul-de-sac at a property called Horn Farm. Vehicular access to the site is via a gated entrance onto Horn Lane in the northern boundary of the site.

The eastern and western boundaries of the site adjoin agricultural land. The western boundary adjoins an area of rough grassland. The western and northern boundaries of the site are bordered

by a mix of trees and hedges. The eastern and southern boundaries are open to the adjacent agricultural fields.

The site is located approximately 260m to the east of the eastern edge of the village of Evenlode. It is located outside a Development Boundary as designated in the Cotswold District Local Plan 2001-2011.

The site is located within Moreton-in-Marsh Surrounds Special Landscape Area (SLA). It is located approximately 270m to the east of the eastern edge of Evenlode Conservation Area.

The site is located within a Flood Zone 1 as designated by the Environment Agency.

2. Relevant Planning History:

CD.2647/D Covered cattle yard Granted 1973

16/01880/OPANOT Notification under Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2, Part 3, Class Q for a proposed change of use of Agricultural Building to a dwelling house (Class C3) - Prior approval not required 2016.

3. Planning Policies:

NPPF National Planning Policy Framework

LPR05 Pollution and Safety

LPR09 Biodiversity, Geology and Geomorphology

LPR19 Development outside Development Boundaries

LPR24 Employment Uses

LPR26 Tourism

LPR27 Diversification of Farms & Agricultural Estates

LPR28 Conversion of Rural Buildings

LPR38 Accessibility to & within New Development

LPR39 Parking Provision

LPR42 Cotswold Design Code

LPR45 Landscaping in New Development

LPR46 Privacy & Gardens in Residential Development

4. Observations of Consultees:

Environmental Health - Contamination: No objection subject to condition

Gloucestershire County Council Highways: No objection - see attached letter

Drainage Engineer: No objection subject to surface water drainage scheme condition

Biodiversity Officer: Views incorporated in report.

5. View of Town/Parish Council:

Object - see attached

6. Other Representations:

11 letters of objection and 4 letters of support received.

Main grounds of objection are:

i) 'Horn Lane is a single track road, used by the current farms of which there are two and the occasional white van man, many people use it to walk dogs and ride horses. Vehicles can not pass each other as the lane is only approx 9/10 feet wide plus there are two blind bends causing

problems to traffic and pedestrians. If this project is allowed there will be a commercial printers (silk screen) holiday lets and a seminar centre. This would all involve more traffic on the lane plus light pollution to the area. Not only does this effect Horn Lane but some traffic will enter via Green Lane where again vehicles have difficulty passing.'

ii) Whilst we have no overall objection to the Thwaites relocating their home and their business further along Horn Lane (and indeed are happy to support this), we feel that the inclusion of so many holiday lets and associated facilities including a studio/lecture space will have a detrimental impact on the village of Evenlode where we live. Horn Lane is a single track road used by walkers and riders mainly because it becomes a bridleway/footpath up to Chastleton. It provides vehicular access to only one dwelling at the far end. It is very narrow in places there is not enough room for both vehicles and pedestrians and sight lines for vehicles are very poor. But this will also impact on the village as a whole with potentially much more traffic and noise. This isn't merely about potential holiday makers but its also about the services to support the holiday makers and those dwellings.

iii) This is a considerable business project which is being put forward to be put in a completely inappropriate place. Horn Lane and in fact most of the access to Evenlode village is single lane traffic. The increase in traffic with this project has been estimated at 30-40 vehicles a day to include horse lorries and trailers. I am sure that your traffic inspector will see this as untenable in a tiny winding lane. This is a considerable business project which is being put forward to be put in a completely inappropriate place. Horn Lane, and in fact most of the access to Evenlode village, is single lane traffic. The increase in traffic with this project has been estimated at 30-40 vehicles a day to include horse lorries and trailers.

iv) At present we have negligible farm traffic, access, delivery vans, building vans and trucks, some horse boxes and dust carts. By far the bulk of the traffic is equine. We can just about deal with this but if 2 vehicles do meet one has to back up sometimes as much as 500yds into a driveway to let the other to pass. Imagine then a definite possibility of 2 or more vehicles going in both directions. This would create a total impasse and chaos. This applies really to all parts of the village.

v) It has been put forward that sleeping policemen in Horn lane might help. This entirely begs the question. It would slow holiday traffic from the cottages but not the volume. At present they are entirely non necessary since local existing traffic is aware of the constrictions and drives accordingly. There has also been the suggestion of installing turning areas. Where exactly ? Most of the verges are privately owned and would not consider their properties and gravel to be available . I myself could be a turning area except I am shortly installing gates. Horn Lane, is a small No Through Rd not a highway and should be accepted for its limitations and not subject to unsightly inroads into the hedges. Following through from the congestion which is bound to occur will come noise - calling , hooting as well as constant engine noise.

vi) Evenlode is a beautiful quiet village and as such is a popular tourist walk area. It is a hikers and dog walkers paradise who see it as a particularly pleasant walk to the historic Chastleton House. Riders pass everyday to make use of the bridal paths all of them knowing they are safe from traffic here.

vii) The local lanes are totally unsuitable for any extra traffic use and the effect of such a project would not only be felt in Horn Lane but in the village as a whole.

viii) Horn Lane is a quiet leafy narrow lane with many blind corners. It provides a valuable asset to Evenlode residents and to all the people who visit the Cotswolds. It provides a safe environment for horse riding, dog walking, cyclists, children, babies in push chairs and a safe place for older people to walk. This is due to the fact that is has very little traffic which enhances the area by retaining the peace and quiet of a picturesque and beautiful part of the Cotswolds. To build such a large complex with 12 double rooms, 150 sq metres of commercial space, a residential property and a large open area providing yoga, pilates lessons and more! and the

possibility of horse B and B using the stables provided. There are already two new dwellings which have been approved and are due to be developed by Grange Farm on Horn Lane. This new and substantial development will forever change the nature of a precious community asset.

ix) Horn Lane is a principal pedestrian route between Evenlode Conservation Area and the historic site at Chastleton. This quiet lane provides an important amenity for both tourists and the local community. It is one of a diminishing number of areas where walking, cycling, horse riding can be enjoyed in the safety of relatively low traffic volumes. The applicant's traffic report concludes that the holiday let elements of the development would generate up to one additional two way vehicle trip per day. Given that there are accommodation facilities for 22 holiday guests and 15 parking spaces associated with the holiday business most rational people that this conclusion lacks credibility to point of ridicule. This is unfortunate because traffic is the most important element of this application when assessing the harm to the amenity value of Horn Lane and Evenlode Conservation Area. Logical estimates of the net increase in vehicle movements from this development range from 20-40 return trips per day, in other words a total of 40 to 60 vehicle movements. Anything close to this on Horn Lane or on the narrow roads of Evenlode Conservation Area would be unsafe, undesirable and unsustainable.

x) No real objection to applicant re-locating their home but am far more concerned about the plans to re-locate their business as well as create holiday lets and lecture/media facilities which will mean that the village will be adversely affected by the volume of traffic associated with the enterprise. Holiday makers will increase the volume of traffic and can hardly be expected to arrive and not make any other journeys until their departure. The business unit is larger than that which the applicants currently have at Grange Farm and offers opportunity for a business on a grander scale with greater associated traffic.

xi) Horn Lane is narrow with no passing places and with numerous bends with no sight lines. It is patently unsuitable for increased traffic to share the space with current users, as well as being dangerous.

xii) Evenlode is a small village. It has no street lights and no pavements. Any increase in traffic both around the village and along Horn Lane is potentially very dangerous. It is not a village with any commercial activity at present other than that run by the applicant. In combination with the permission to convert two Dutch barns to dwellings at Grange Farm the proposed development will vastly increase to the detriment of the nature of the village and Horn Lane itself.

xiii) Development is entirely inappropriate in an area of outstanding natural beauty. The main reason for rejection is the increase in traffic in what is a very narrow lane much used by hikers and horses. I strongly recommend that the committee visit the site when the position will be much clearer than on a map. Also intensification of the light industrial is inappropriate as is the introduction of holiday cottages for the above reasons.

xiv) The proposal will generate too much traffic for the no through road with a carriageway of 9 feet wide at its narrowest. The application is a mixed use with 5 uses all generating traffic varying degrees. The existing stock building is insufficient to sustain the existing area of about 185 acres. National and local housing policy requires the provision of homes for the population of this country. The two large buildings do not provide or satisfy this need so the application is contrary to policy. The cost of the proposal seems enormous. I question the viability of the scheme. If it is successful Horn Lane cannot cope with the traffic. If the development is under used the buildings will become an eyesore. The only building to be used will be the Dutch barn which will be a large house for the applicant.

xv) The traffic report is wholly inaccurate and without credibility.

xvi) Wish to add concerns about future of Grange Farm once it is sold. The barn is currently used for light industrial purposes and this could continue with a new owner who may require a high number of employees. Alternatively Grange Farm currently has facilities for equestrian purposes.

These could be extended very easily to support a livery/competition facility. These possibilities would add considerably not only to the number of cars but also commercial/horse vehicles. In addition, permission was granted in 2014 for the two barns at Grange Farm. If this current application is successful there will be three more dwellings, a second industrial unit and holiday cottage complex with 22 beds. Horn Lane is a quiet and currently safe lane which is regarded by villagers and visitors alike as a valuable recreational amenity. There is very little traffic and current users are aware of the limitations. When the traffic report says there are no records of any accidents it is because those that are familiar with the lane drive exceedingly carefully.

xvii) When the traffic report says there are no records of any accidents, this is a reflection of the very light traffic which is currently found on Horn Lane. The current safe nature of Horn Lane is no justification to support of the current development, in fact, it draws attention to the fact that if the development was allowed to proceed, there would be a significantly greater chance of accidents than is currently the case due to the significantly higher traffic load.

Main grounds of support are:

i) This development is exactly what Evenlode needs to pump energy and life into this village community. This is a family long entrenched in Evenlode life who understand the balance needed to support village and community life and enhance and support the countryside we live in. For once this is not a case of a London/weekend family moving in and looking to make changes, but a family that lives and breathes Evenlode, supports every aspect of village life, the church, fete, parish council, village clean up and all community projects. They and their children enjoy everything the countryside can offer and can be seen out daily walking, running, cycling, riding, gardening and farming their land.

I can see no major increase in traffic from this development, this is after all a dead end road, this business exists already, it is only a couple of holiday cottages to add, not a supermarket. It is single lane with passing room, so traffic cannot and would not be able to speed.

ii) I can see diversification of a stunning Cotswold farm which will support local businesses, the local economy, the local community and guarantee that this farm will be protected for the future with this family working hard to grow and protect every aspect of its acreage.

iii) I have lived in Evenlode for the last 25yrs. The village used to support several thriving businesses, a shop, a post office, school, pubs, farms and now there is nothing but big houses behind big gates owned by weekenders and are left empty for weeks on end. Wouldn't it be great to support a thriving business that will go from strength to strength and continue to support other local businesses and continue to provide local employment. The farm buildings have fallen into a state of disrepair and would benefit hugely from significant repair and renovation and provide a permanent residence for a young family committed to this community.

iv) We need to support local businesses and provide an environment for them to grow and be supported and in turn support others. The farm buildings would benefit hugely from a significant refurbishment and in turn provide a family with a place to live and grow their business.

v) All farmers are having to find ways of diversifying, and in this area tourism (including craft courses and special-interest breaks) is currently a sensible way to boost the financial shortfall left by uneconomic farmland.

My worry is if the Thwaites are refused the opportunity to develop their business proposals, they would have to consider relocating out of the village. And not only would Evenlode lose a young family after 3 generations here but it would face the risk of less sensitive and probably more aggressive development by more than one unknown purchaser/s.

The Thwaites are a responsible family who understand the traditions of rural life as well as being adaptable to the innovations necessary to making a living for their family and continuing to support suppliers and employees.

vi) Many years ago Evenlode was a thriving community with viable local businesses that supported families committed to the area. Most of those local businesses have disappeared or in

the case of many farms had to be turned into weekend homes where community integration is not always strong. Villages like Evenlode have to support young families and local businesses to avoid becoming ghost towns with no local enterprise and little sustainable future due to its ageing population. I don't want Evenlode to be a haven for big gated houses with no soul and nothing but an incidental visual attraction for passing tourists. The barns in question are an eyesore and in need of love and renovation and I urge you to consider this application favourably as a symbol of our encouragement to local enterprise a young family who have been and continue to be committed to the local area.

7. Applicant's Supporting Information:

Transport Statement
Structural Survey Report
Phase 1 Geo-Environmental Desk Study
Design and Access Statement
Planning Statement
Bat Survey Report

8. Officer's Assessment:

Background and Proposed Development

The application site is currently in agricultural use. It forms part of an agricultural holding measuring approximately 68 hectares (170 acres) in size which primarily consists of pasture land. The holding is centred on Grange Farm which is located approximately 280m to the west of the application site. The application site is occupied by two livestock barns and a Dutch barn which is used for the storage a hay bales. Approval for the conversion of the Dutch barn to a single dwelling was given in June 2016 under Part 3, Class Q of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. The aforementioned Order allows agricultural buildings outside Areas of Outstanding Natural Beauty to be converted to dwellinghouses without the need for formal planning permission.

The current proposal consists of a number of elements. These are:

- i) The conversion and alteration of the Dutch barn to form a single dwelling house. The proposed dwelling will contain 4 bedrooms which will be incorporated in the main body of the building. The proposed scheme will also involve the conversion of the existing single storey mono-pitched extensions to the side and rear of the Dutch barn into residential accommodation. A lecture/media/guest bedroom space will be included in the single storey side extension. An office, garden room, guest bedroom and bathroom will be included in the rear extension. The external walls of the Dutch barn will be clad in machined vertical boarded timber which will be flame treated to provide an off-black finish. The external walls of the mono-pitched extensions will be clad in horizontal machined boarding which will have a weathered silver finish. The roof of the main building will be corrugated metal. The roofs of the single storey elements will be black fibre cement sheeting. The frames of glazed screens, doors and larger windows will be aluminium and will be given a powder coated black finish. Access to the proposed dwelling will be via the existing farmyard entrance onto Horn Lane which is located in the northern boundary of the application site.
- ii) The conversion of the southernmost livestock barn to create three holiday let units. The three holiday lets will comprise a 2 bed unit, a 4 bed unit and a 6 bed unit. The 2 and 4 bed units will be located in the western half of the barn. The 6 bed unit will be located in the eastern part of the building. A communal indoor amenity space will occupy the central part of the building. The existing building measures approximately 48.5m long by 10.5m deep by 5m high. The external walls of the building will be clad in vertical machined weathered boarding set on a low plinth of dark engineering blocks. The boarding to either side of the glazed screens/doors serving the central communal area will be of a hit and miss design often seen on agricultural buildings.

iii) The conversion of the northernmost livestock barn to create a mixed use development comprising a B1 (business) space, an agricultural workshop and store, equestrian stabling and a cycle store. The B1 space would be used in connection with the applicant's textile and paper printing business. The main body of the existing building measures approximately 35m long by 17.8m deep by 5.8m high. Along its southern elevation is a single storey lean to extension measuring approximately 24m long by 3m deep by 3.3m in height. The proposed B1 use will occupy an area of approximately 145 sq metres, the agricultural workshop/store approximately 290 sq metres and the stables approximately 135 sq metres. The proposed stables will contain 4 loose boxes, a tack room and covered yard. Cycle storage will measure approximately 10 sq metres. The lean to extension running along the southern elevation of the building will be used as a greenhouse. The lower parts of the external walls of the building will remain in blockwork. The upper parts of the walls will be clad in a vertical hit and miss softwood boarding, lined internally with a rain screen aside from the stables which will be left open. The roof will be finished in fibre cement sheeting interspersed with translucent roof panels/lights.

iv) The creation of a new driveway from the western boundary of the application site across the adjacent grassed area. The driveway will link onto Horn Lane via an existing field entrance located approximately 70m to the west of the existing buildings. The parking and turning areas within the site will be surfaced with gravel.

(a) Policy and Guidance Relating to the Conversion of Rural Buildings

The application site is located outside a Development Boundary as designated in the Cotswold District Local Plan 2001-2011. Development in such locations is therefore subject to Policy 19: Development Outside Development Boundaries of the aforementioned plan. Policy 19 can be supportive of 'development appropriate to a rural area' outside Development Boundaries subject to a number of criteria. These are that the development should not;

- a) Result in new build open market housing other than that which would help to meet the social and economic needs of those living in rural area;
- b) Cause significant harm to existing patterns of development;
- c) Lead to a material increase in car-borne commuting;
- d) Adversely affect the vitality and viability of settlements; and
- e) Result in development that significantly compromises the principles of sustainable development.

The supporting text (Para 3.3.19) accompanying Policy 19 advises that that the conversion of rural buildings to open market housing can potentially be acceptable in principle outside Development Boundaries subject to the above criteria being satisfied. The Notes for Guidance accompanying Policy 19 also advises that 'development appropriate to a rural area' can include 'many types of development covered by other policies in the Plan'. With regard to this application it is considered that Local Plan Policy 28: Conversion of Rural Buildings is relevant.

Policy 28 can be supportive of the conversion of rural buildings to alternative uses such as employment or tourism subject to a number of criteria. The criteria pertinent to this proposal are that:

- i) The altered appearance of the building as a whole does not have a materially harmful impact on the landscape.
- ii) The building is structurally sound, suitable for and capable of conversion to the proposed use without substantial alteration, extension or re-building which would be tantamount to the erection of a new building.
- iii) The proposed conversion would not significantly harm the character of the building, its setting and the character and appearance of the landscape in the area.
- iv) The proposed use would not lead to any significant harm to the operation of the local highway network.
- v) Provision is made for biodiversity, including the safeguarding of protected species such as bats and owls that use rural buildings as part of their habitat.

In addition to the above, Local Plan Policy 26: Tourism is relevant to the proposal to create holiday let accommodation. With regard to safe catering accommodation it states:

3. The development of self catering accommodation, other than for holiday lodges or permanent static holiday caravan sites, will be permitted only;

- i) Within areas where Policy 18 applies; or
- ii) Elsewhere, only by the renovation and conversion of existing buildings, including agricultural buildings.

The site is located outside an area where Policy 18 applies. However, the proposed works involve the conversion of agricultural buildings. The proposed holiday let conversion is therefore considered to accord with the aspirations of Local Plan Policy 26.

In terms of national guidance Paragraph 17 of the National Planning Policy Framework (NPPF) states that planning should 'support the transition to a low carbon future' and 'encourage the reuse of existing resources, including conversion of existing buildings'.

Paragraph 28 of the NPPF states that 'planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development'. It goes on to state that plans should 'support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through the conversion of existing buildings and well designed new buildings' and 'promote the development and diversification of agricultural and other land-based rural businesses'. The NPPF can therefore offer support for sustainable new economic developments in rural areas.

With regard to new residential accommodation Paragraph 55 of the NPPF states Local Planning Authorities should avoid new isolated homes in the countryside unless there are special circumstances such as;

- the essential need for a rural worker to live permanently at or near their place of work in the countryside; or
- where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
- where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or
- the exceptional quality or innovative nature of the design of the dwelling. Such a design should;
 - i) be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;
 - ii) reflect the highest standards in architecture
 - iii) significantly enhance its immediate setting; and
 - iv) be sensitive to the defining characteristics of the local area.

In terms of emerging Local Plan Policy Draft Policy EC6 Conversion of Rural Buildings states that the conversion of rural buildings to alternative uses will be permitted provided;

- a. The building is structurally sound, suitable for and capable of conversion to the proposed use without substantial alteration, extension or re-building;
- b. It would not cause conflict with existing farming operations, including severance or disruption to the holding that would prejudice its continued viable operation; and
- c. The development proposals are compatible with extant uses on the site and existing and planned uses in close proximity to the site.

The aforementioned policy is still in draft form and therefore carries minimal weight at the present time. Notwithstanding this, it is evident that the policy is largely consistent with guidance in the current Local Plan insofar as conversion and farm diversification policies are concerned.

It is evident from the above that the conversion of existing agricultural buildings to alternative uses such as residential, holiday lets, B1 business units or equestrian development can be acceptable in principle. It is also of note that Part 3, Class Q of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 potentially allows agricultural buildings to be converted to up to three dwellings without the need for planning permission subject to the cumulative floor space of the buildings not exceeding 450 sq metres in size. In addition, Part 3 Class R of Schedule 2 of the aforementioned Order also allows agricultural buildings to be converted to 'a flexible use' such as a A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes), B1 (business), B8 (storage and distribution), C1 (hotels) or D2 (assembly and leisure) without the need for planning permission subject to the cumulative floor space of the buildings not exceeding 500 sq metres. These allowances represent a material consideration when considering this application.

The existing farm buildings are all structurally sound. The external walls of the two livestock buildings comprise blockwork/concrete lower walls with timber or cement cladding above. The walls are set against metal frames. The applicant has commissioned a structural survey of the buildings. The survey indicates that the barns are sufficiently robust, substantial and largely free from any significant movement or deterioration such that they suitable for the proposed uses that the work required to convert will not compromise their integrity. The buildings lend themselves readily to the proposed conversion, which will not require a significant element of structural alteration or reconstruction'. Officers have examined the buildings and concur with the findings of the structural report. In addition, the applicant already has permission to convert the Dutch barn to a dwelling under the prior notification process.

It is considered that the existing buildings could be converted to the proposed uses without substantial alteration, extension or re-building that would be tantamount to the erection of new buildings. The proposals are therefore considered to accord with criterion ii) of Local Plan Policy 28 in this respect.

(b) Farm Diversification

The existing buildings form part of an agricultural operation. Local Plan Policy 27: Diversification of Farms and Agricultural Holdings offers support for farm diversification schemes so long as;

- a) they do not cause conflict with the existing farming operation including severance or disruption to the agricultural holding that would prejudice its continued viable operation;
- b) the scale and design of the development harmonises with the character and appearance of the area; and
- c) suitable vacant buildings on the farm or estate are utilised before considering new buildings unless compelling reasons are advanced for doing otherwise.

The application site is currently subject to a farm tenancy/lease agreement. The applicant has provided copies of correspondence between themselves and the tenant farmer. The correspondence indicates that the current lease arrangement is due to expire on the 30th September 2017. The farmer states that he will no longer need the Dutch barn for hay storage beyond May 2017 and that from May 2018 he will 'not have need of any of the buildings or the silage clamp.' Notwithstanding the lack of a future need for the existing buildings the farmer has also confirmed that he would like to continue to farm the majority of the fields that he currently leases. It is evident from the correspondence that the existing buildings will shortly be surplus to requirements. It is also evident that the fields will continue to be used for agricultural purposes following the cessation of the existing buildings by the current farmer. It is therefore considered that the conversion of the existing buildings to alternative uses would not prejudice the continued agricultural use of the holding. In this respect it is considered that the proposal will not cause

conflict with an existing farming operation or prejudice the continued viable operation of an agricultural business. The proposal therefore accords with criterion a) of Policy 27.

The proposed scheme will utilise existing buildings which will soon become vacant. It will not require the erection of new buildings and will retain the functional agricultural character of the existing farm buildings. The proposed scheme seeks to respect the scale and design of the existing buildings and as such is considered to harmonise with the character and appearance of the area. The proposal is therefore considered to accord with criteria b) and c) of Policy 27.

Emerging Local Plan Policy Draft Policy EC5 Rural Diversification states that development that relates to the diversification of an existing farm will be permitted provided;

- a. The proposal would not prejudice the continued viable operation of the existing use;
- b. Existing buildings are used wherever possible; and
- c. A whole farm business plan is provided, where considered appropriate, to demonstrate how the proposal, either individually or cumulatively, would support the continued operation of the agricultural and/or other land-based rural business.

As with the draft conversion of rural buildings policy the above policy is still in draft form and therefore carries minimal weight at the present time. Notwithstanding this, the proposed development accords with the draft criteria.

(c) Sustainability of Location

The application site is located outside a Development Boundary and lies approximately 5.5km from the centre of the nearest settlement (Moreton-in-Marsh) that is able to provide the range of services that future residents would typically use on a day to day basis. Evenlode does not provide any facilities or services. The distance of the site from places of employment, shops, schools and general amenities means future residents would be dependent on the use of the car to undertake most day to day activities. Public transport services are also very limited. In this respect the site is considered not to represent a sustainable location for unrestricted residential development in terms of accessibility to services, facilities and amenities. Notwithstanding this, permission already exists for the conversion of the Dutch barn to a single dwelling. The applicant could therefore introduce open market residential accommodation onto the site without the need for planning permission. The extant approval therefore represents a significant material consideration that must be taken into account when considering the current application. Whilst the current proposal will create more floorspace than the extant scheme (as a result of the creation of a first floor and the conversion of a rear range) the overall form of the building will remain similar in scale and appearance to the dwelling allowed through the prior approval process. Both schemes will result in the creation of single family sized dwellings and the extant scheme could reasonably be undertaken. In light of this significant fallback position it is considered that it would not be possible to sustain an objection to the proposal to convert the Dutch barn on the grounds of its isolated location.

With regard to the creation of the holiday lets and business units it is evident that national and local planning policy and guidance can be supportive of the re-use of existing rural buildings to such uses even if they are located in relatively isolated locations. The re-use of buildings is considered to represent a sustainable use of existing resources which can in turn outweigh the need to access a site by way of a private motor car. The vehicle movements generated by holiday let occupants also tends to be less than those generated by an open market dwelling as occupancy does not tend to be all year round and occupants do not undertake daily trips to employment or school for example.

Overall, and in light of the extant permission for the conversion of the Dutch barn to residential accommodation, it is considered that the application site does not represent an unsustainable location for the development proposed.

(d) Impact on Character and Appearance of Moreton-in-Marsh Surrounds Special Landscape Area

The application site is located within Moreton-in-Marsh Surrounds Special Landscape Area (SLA).

Local Plan Policy 8: Special Landscape Areas states that 'development that meets the economic needs of communities will be permitted provided it does not unacceptably harm the area's landscape character or appearance.'

Local Plan Policy 42 advises that 'Development should be environmentally sustainable and designed in a manner that respects the character, appearance and local distinctiveness of Cotswold District with regard to style, setting, harmony, street scene, proportion, simplicity, materials and craftsmanship'

Paragraph 17 of the NPPF states that planning should recognise the 'intrinsic character and beauty of the countryside.'

Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by 'protecting and enhancing valued landscapes..'

The site falls within a Landscape Character Area 'CFCV 3 Upper Evenlode Valley' in the Assessment of Landscapes outside the Cotswolds Area of Outstanding Natural Beauty produced by White Consultants (July 2000). The landscape is described as;

'A broad valley of mixed farmland with the small River Evenlode flowing southward. Peaceful, pleasant countryside with views to Stow-on-the-Wold on the skyline.'

Sensitivities: Very limited capacity to absorb development.'

Key characteristics of the SLA include;

- Areas of rolling clay hills and valleys, some opening up to form wider vales. All are distinctly lower than the surrounding wolds, and they extend beyond the study boundary area.
- The Thames/Severn watershed crosses the area and small, tightly meandering streams and rivers form the headwaters of these river systems.
- The dominant land use is mixed farming with an emphasis on arable. In some areas fields are quite large, but more often are medium-sized with good hedges.
- There are sweeping views across the vales and between the hills to surrounding higher ground.
- This is a quiet, unspoilt pleasant and well managed rural landscape

On the basis of the SLA designation it is considered that the site falls within a valued landscape and as such Paragraph 109 of the NPPF is applicable when considering the application.

Local Plan Policy 8 can be supportive of economic development within the SLA subject to it not unacceptably harming the character and appearance of the landscape. The proposed B1 employment space and the holiday let units are forms of development which can therefore be acceptable in principle within the SLA. The proposed uses will generate income for the local economy as well as 2 full time jobs. These factors weigh in favour of the proposal. Against this has to be balanced the landscape and visual impact of the proposal.

The existing site is located in a relatively flat agricultural landscape. The site is bordered by agricultural land to the its west, south and east and by a country lane to its north. Further agricultural fields lie to the north of the lane. The site is bordered to the north and west by trees and hedging. The existing vegetation largely screens the site and existing buildings from Horn Lane. The existing vegetation also screens the site from a Public Right of Way (HEV9) which is located approximately 200m to the north of the application site. The southern and eastern boundaries of the site are more open with the result that the existing buildings are partially visible

from Public Right of Way (HEV11) which is located approximately 195m to the south of the application site and from Public Right of Way (HEV10) which is located approximately 280m to the east of the site. In both instances the views are relatively distance and reveal a group of farm buildings set within an agricultural landscape.

The existing buildings have a functional character and appearance which is consistent with a working agricultural landscape. It is not uncommon to see such buildings within the countryside. In response to this the applicant has sought to create a scheme which retains the functional characteristics of the existing buildings. The proposed scheme will retain the size and form of the existing buildings and as such will not increase their visual presence within the landscape. The proposed materials, such as timber boarding, corrugated metal and fibre cement sheeting, are also consistent with the materials typically seen on functional agricultural buildings. New openings proposed in the buildings have also been kept to a minimum in an attempt to reduce light pollution. Vehicle parking for the holiday lets and business unit will also be contained in the yard between the two livestock barns thereby reducing the visibility of parked cars within the wider landscape. The creation of the new driveway will result in the introduction of new development across an adjoin field. However, the field is currently covered with tussocky grass and has a rather neglected appearance. The proposed driveway will measure approximately 4m in width and as such will be relatively narrow. It will also join onto Horn Lane via an existing field entrance. It does not therefore require the creation of an entirely new access point onto the lane. The applicant is also proposing to introduce new coppice planting in the grassed area adjacent to the western boundary of the site which also help to soften the impact of the driveway and further reduce the visibility of the existing buildings from Horn Lane. On balance, it is considered that the driveway could be introduced without having an adverse impact on the character or appearance of the locality.

Overall, it is considered that the design of the scheme responds sympathetically to its rural location and could be undertaken without having an adverse impact on the character or appearance of the SLA. The proposal is therefore considered to accord with Local Plan Policies 8, 28 and 42 and Paragraphs 17 and 109 of the NPPF.

(e) Access and Highway Safety

Vehicular access to the application site is currently via a 4.8m wide entrance in the northern boundary of the site. It opens onto Horn Lane which is subject to a 30mph speed limit and is a single lane carriageway. The existing entrance will be used to serve the single dwelling created through the conversion of the Dutch barn. It will not serve the proposed holiday lets/B1 business space. The holiday lets/B1 business space will be served by a new driveway which will extend from the western boundary of the site to a point on Horn Lane approximately 70m to the west of the existing buildings. The access onto Horn Lane will be via an existing field access.

Horn Lane is a no through road. It extends for approximately 450m to the east of the application site before ending in a cul-de-sac at a property called Horn Farm. There are no other properties between the application site and Horn Farm.

A total of 12 dedicated car parking spaces will be provided on site together with secure cycle storage for up to 10 bicycles. The proposed stables will be available for use by occupiers of the holiday lets. Space will be available within the site for the parking of horse boxes.

Evenlode Parish Council and a number of local residents have raised particular concerns about the highway impact of the proposal and, in particular, its impact on Horn Lane which links the application site to the main road leading through the village. The route from the site to the main road is approximately 650m in length and is single carriageway in width. The route also includes a couple of tight bends. The road is used by walkers, cyclists and horse riders and as such there is a concern that additional traffic along the route will have an adverse impact on highway safety to the detriment of existing road users. The concerns of the Parish Council were forwarded to Gloucestershire County Council Highways prior to Highway Officers finalising a recommendation on the application.

Planning permission also exists for the conversion of two barns to two dwellings at Grange Farm approximately 260m to the west of the current application site (14/03015/FUL). The permission has not yet been implemented. The barns lie alongside Horn Lane. Vehicular access to the approved dwellings would be along Horn Lane.

The applicant has submitted a Transport Statement with the application. The Statement has examined matters such as access, visibility and traffic generation. With regard to the latter, information from the Trip Rate Information Computer System (TRICS) has been used to calculate potential vehicle movements arising from the proposed development. Gloucestershire County Council Highway Officers state the following with regard to traffic generation;

'With regards to the proposed holiday lets, over a 16 hour period (7am - 10pm) the TRICS outputs suggest a total trip rate for arrivals of 1.256, for departures of 1.066 and for two way traffic of 2.322 per unit. There are 3 units proposed, therefore the total trips rates over the 16 hour period would be 3.768 for arrivals, 3.198 for departures and 6.966 for two way traffic. When broken down over the course of the day these figures represent an additional 0.435 two way trips per hour.

In terms of the B1 element of the proposal, over the daily period (5am - 09:30pm) the TRICS outputs suggest a total trip rate for arrivals of 6.730, departures of 6.251 and for two way traffic of 12.981. When broken down over the course of the working day (assumed here as 9am - 5pm) these figures represent approximately 1.62 additional two way trips per hour.

Horn Lane has been designed as a rural road with no street lighting or footway provision. It is a no through road and given its width and alignment, although subject to a 30mph speed limit, traffic levels and speeds are not expected to be high. The additional 2.057 two way trips per hour that would be generated by the proposal (combined holiday let and B1 use) is negligible and is not considered to be detrimental to the operation and safety of the surrounding local highway network.

With regards to the wider highway network within Evenlode, the roads are rural in nature with no footway or street lighting provision throughout the whole of the village. Pedestrians, cyclists and equestrians all share the carriageway with vehicles, which is a familiar occurrence in rural settlements. Vehicle speeds are expected to be low given the local highway characteristics and the rural nature of the area. A review of personal injury data did not identify any accidents within the local area'.

Paragraph 32 of the NPPF states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. Highway Officers consider that the proposal would not have such an impact on the local highway network and as such it would not therefore be possible to sustain an objection on the grounds that the proposal would generate an unacceptable level of traffic on the nearby roads. The Case Officer also had regard to the unimplemented permission for the creation of two dwellings at Grange Farm. It is considered that the cumulative impact of the aforementioned permission and the current proposal would not be severe when considered against Paragraph 132.

Notwithstanding the above, the applicant has agreed to introduce a new passing bay alongside Horn Lane approximately 40m to the west of the proposed new site entrance. This will provide an additional passing place for vehicles using the aforementioned lane.

The proposed development can provide sufficient on site parking and turning for the proposed development. Visibility at the existing and proposed entrances is also considered to be acceptable.

Overall, it is considered that the proposed development could be undertaken without having an unacceptable adverse impact on the highway safety and is considered to accord with Local Plan Policies 38 and 39 and guidance in Section 4 of the NPPF.

(f) Impact on Protected Species

The applicant has submitted a Bat Survey Report with the application. The report states that 'no bats or evidence of bats were found during the survey'. There was also no evidence of barn owls utilising any of the buildings. The buildings are all considered to be unsuitable for roosting bats due to their construction materials, lack of loft spaces and the fact that the interior spaces are unlikely to maintain the constant low temperatures and high humidity required by overwintering bats. The report has been assessed by the Council's Biodiversity Officer who raises no objection subject to a condition requiring details of ecological enhancement features and external lighting. Subject to these measures being undertaken it is considered that the proposal will not have an adverse impact on protected species or their habitats and as such accords with Local Plan Policy 9 and guidance in Paragraphs 109 and 118 of the NPPF.

(g) Flooding and Drainage

The site is located within a Flood Zone 1 and there is no record of the site being flooded. A stream runs alongside the southern edge of Horn Lane. It passes through the application site at a point between the existing farm buildings and the aforementioned highway. The applicant has submitted a Drainage Strategy plan with the application. It shows the creation of a retention basin in the overgrown field to the west of the existing buildings. The basin will be located adjacent to the proposed driveway. A culvert will also be required where the driveway crosses the watercourse. The Drainage Strategy has been assessed by the Council's Drainage Engineers and they have raised no objection subject to a condition requiring full details of the proposed drainage scheme including details about future maintenance and management and exceedance flows. It is considered that the proposal could be undertaken without posing an unacceptable risk of flooding to the site or surrounding area. The proposal therefore accords with Paragraphs 100 and 103 of the NPPF.

9. Conclusion:

Overall, it is considered that the proposed development will result in the sympathetic conversion and re-use of a number of agricultural buildings that are shortly to become redundant. The proposal will contribute to the local economy and will not have an adverse impact on the character or appearance of the Moreton-in-Marsh Special Landscape Area. The traffic generated by the proposed development is also considered not to be of a level that would have an adverse impact on the local highway network. The concerns of local residents are noted. However, Gloucestershire County Council Highway Officers raise no objection to the proposal and as such it is considered that the proposal is acceptable from a highway safety perspective. The application is therefore recommended for approval.

10. Proposed conditions:

The development shall be started by 3 years from the date of this decision notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

The development hereby approved shall be carried out in accordance with the following drawing number(s): Site Location Plan 1:1250, 2567.02.H, 2567.03 Rev D, 2567.04.A, 2567.05.A, 2567.06.D, 2567.07.C, 2567.08.D, 2567.09 E(proposed elevations), ICS-2292 01 P01, J32-2767-01

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.

Prior to the first use/occupation of the development hereby approved, a comprehensive landscape scheme shall be approved in writing by the Local Planning Authority. The scheme must show the location, size and condition of all existing trees and hedgerows on and adjoining the land and identify those to be retained, together with measures for their protection during construction work. It must show details of all planting areas, tree and plant species, numbers and planting sizes. The proposed means of enclosure and screening should also be included, together with details of any mounding, walls and fences and hard surface materials to be used throughout the proposed development.

Reason: To ensure the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 45.

The entire landscaping scheme shall be completed by the end of the first planting season (1st October - 31st March the following year) following the first occupation/use of the development hereby approved.

Reason: To ensure that the landscaping is carried out and to enable the planting to begin to become established at the earliest stage practical and thereby achieving the objective of Cotswold District Local Plan Policy 45.

Any trees or plants shown on the approved landscaping scheme to be planted or retained which die, are removed, are damaged or become diseased, or grassed areas which become eroded or damaged, within 5 years of the completion of the approved landscaping scheme, shall be replaced by the end of the next planting season. Replacement trees and plants shall be of the same size and species as those lost, unless the Local Planning Authority approves alternatives in writing.

Reason: To ensure that the planting becomes established and thereby achieves the objective of Cotswold District Local Plan Policy 45.

The development shall be completed fully in accordance with the recommendations set out at Section 6 of the Bat Survey Report (Windrush Ecology, September 2016). As part of this Condition, prior to the first use of any part of the development hereby approved, the following should be provided to the Council for its approval:

1. An Ecological Plan detailing the provision of biodiversity enhancement features relevant to the developed site, and specifying any external lighting proposals. External lighting should be designed to minimise light pollution in accordance with 'best practice' guidelines such as that produced by the Bat Conservation Trust (Bats and Lighting in the UK, 2009) and installed within the parameters specified in the Ecological Plan.

All measures must be implemented and completed in full prior to the development being brought into use.

Reason: Local Plan Policy 9 of the Cotswold Local Plan (2001 - 2011) requires that where development is permitted, the Council will require the retention and management of any significant species, habitats, and features. The National Planning Policy Framework (NPPF) requires consideration of the potential biodiversity gains that can be secured within developments; "opportunities to incorporate biodiversity in and around developments should be encouraged" (Para 118).

Notwithstanding Classes C2 and C3 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 or any other change of use permitted by any subsequent Order, the holiday let units hereby approved shall be occupied as holiday accommodation only and for the avoidance of doubt they shall not be occupied as permanent, unrestricted accommodation, second homes or a principal or primary place of residence.

Reason: The application site is located in an isolated rural location remote from services, facilities and amenities. The unrestricted occupation of the holiday lets would result in future occupiers having to rely on the use of the private motor car to undertake most day to day activities. Such development would materially increase car borne commuting to and from the site and would represent an unsustainable form of development contrary to Local Plan Policy 19 and guidance contained in the NPPF, in particular Paragraphs 17, 35 and 55.

Prior to the commencement of development, a full surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the size, position and construction of the drainage scheme, exceedance flow routes, details of future maintenance and the results of soakage tests carried out at the site to demonstrate the infiltration rate. Three tests should be carried out for each soakage pit as per BRE 365, with the lowest infiltration rate (expressed in m/s) used for design. The development shall be carried out in accordance with the approved details prior to the first occupation of the development hereby approved.

Reason: To ensure the proper provision for surface water drainage and/ or to ensure flooding is not exacerbated in the locality. It is important that these details are agreed prior to the commencement of development as any on site works may have implications for flooding and drainage in the locality.

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4 metres back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road Eastbound 54 metres and westbound 54 metres. The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework and Local Plan Policy 38.

Prior to the occupation of the development hereby permitted the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. J32-2767-01 but with a minimum entrance width of, kerbed entry/exit radii in accordance with the drawing number. J32-2767-01, with the area of access road within at least 10.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework and Local Plan Policy 38.

No works shall commence on the development hereby permitted until the vehicle passing bay has been constructed in accordance with plan J32-2767-01.

Reason: To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with Paragraph 32 of the NPPF and to give priority to pedestrian and cycle movements in accordance with Paragraph 35 of the NPPF and Local Plan Policy 38..

The buildings hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no. J32-2767-01, (12 parking spaces) and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the NPPF and Local Plan Policies 38 and 39.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any other statutory instrument amending or replacing it, no extensions, roof enlargements or outbuildings shall be erected, constructed or sited in the curtilage of the dwelling hereby approved (Dutch barn conversion), other than those permitted by this Decision Notice.

Reason: In order to preserve the functional agricultural character and appearance of the building and the site in accordance with Cotswold District Local Plan Policies 8 and 42.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any other statutory instrument amending or replacing it, no windows, doors, rooflights or other openings shall be inserted in the dwelling hereby approved (Dutch barn conversion), other than those permitted by this Decision Notice.

Reason: In order to preserve the functional agricultural character and appearance of the building and the site in accordance with Cotswold District Local Plan Policies 8 and 42.

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting those orders with or without modification), the B1 use hereby approved shall only be used for B1 purposes by occupants of the dwelling hereby approved and shall at no time be used for any other use or by any other party.

Reason: The B1 space is intended to be used by occupants of the proposed dwelling and has been assessed as such. The use of the B1 space by another party unrelated to the site would potentially increase the level of traffic visiting the site to the detriment of highway safety. It is important that the Local Planning Authority retain control of the B1 use in accordance with Local Plan Policy 38 and guidance in Section 4 of the National Planning Policy Framework.

Informatives:

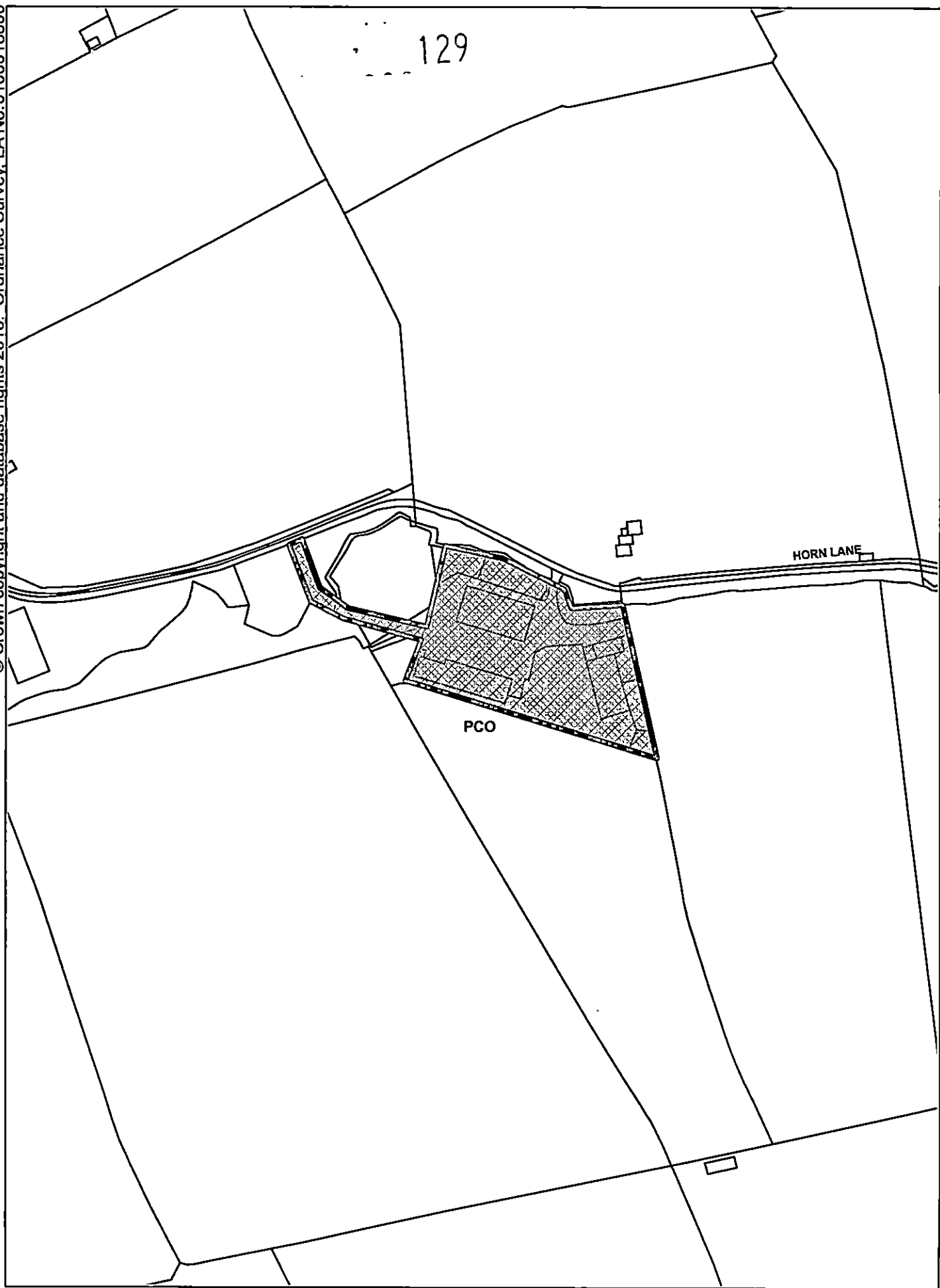
The Surface Water Drainage scheme should, where possible, incorporate Sustainable Drainage Techniques in order to ensure compliance with;

- Flood and Water Management Act 2010 (Part 1 - Clause 27 (1))
- Code for sustainable homes - A step-change in sustainable home building practice
- The local flood risk management strategy published by Gloucestershire County Council, as per the Flood and Water Management Act 2010 (Part 1 - Clause 9 (1))
- Gloucestershire SuDS Design and Maintenance Guide (November 2015)
- CIRIA C753 SuDS Manual 2015

For the avoidance of doubt the domestic curtilage of the Dutch barn dwelling hereby approved is outlined in green on drawing number 2567.02.H

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with Gloucestershire County Council before commencing those works.

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COTSWOLD
DISTRICT COUNCIL

Barns to East of Grange Farm Horn Lane Evenlode Glos

Organisation: Cotswold District Council

Department:

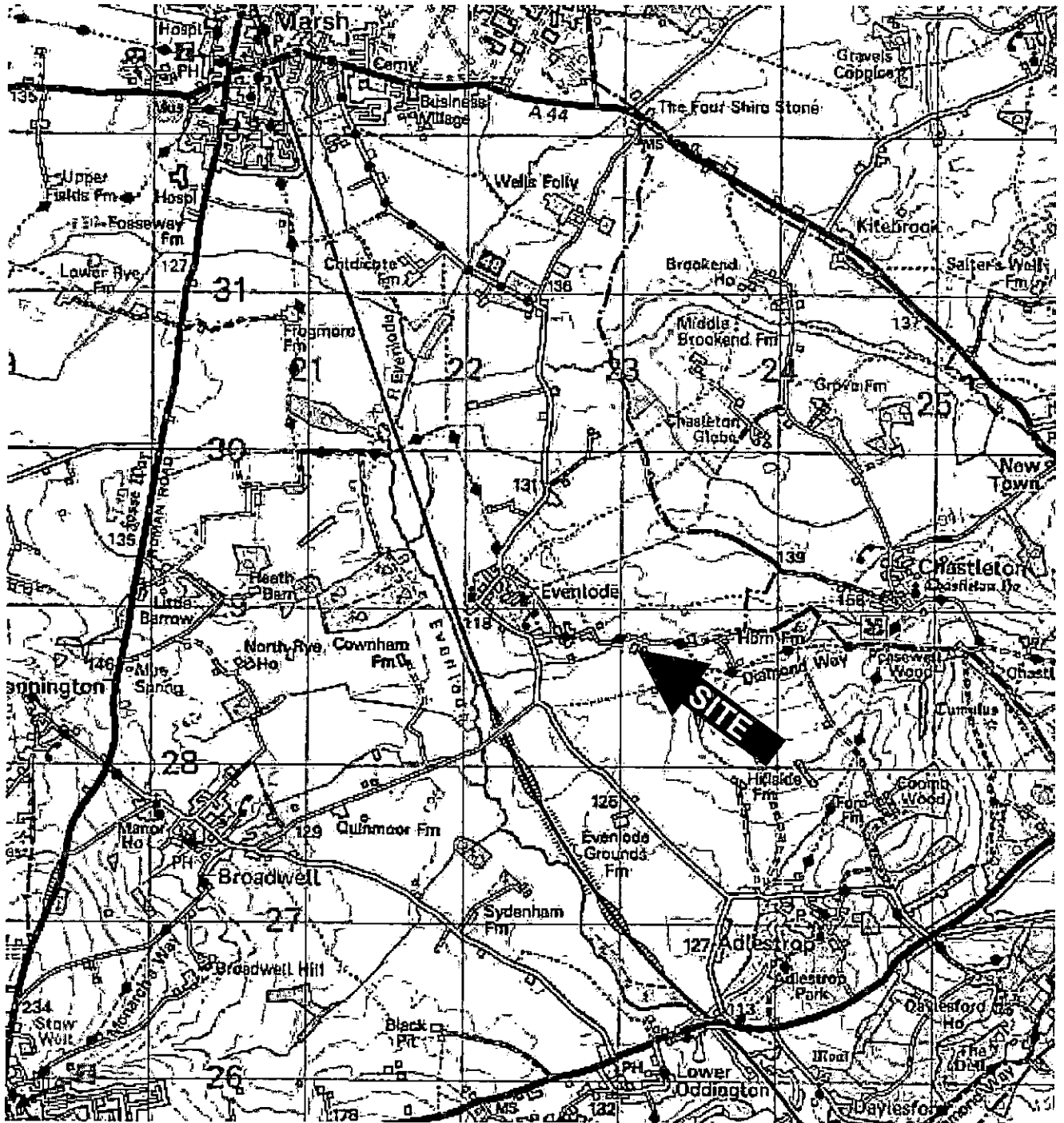
Date: 30/03/2017

Scale: 1:2500



Site Location Plan

130



Not to scale.

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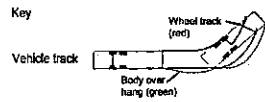
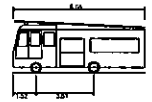
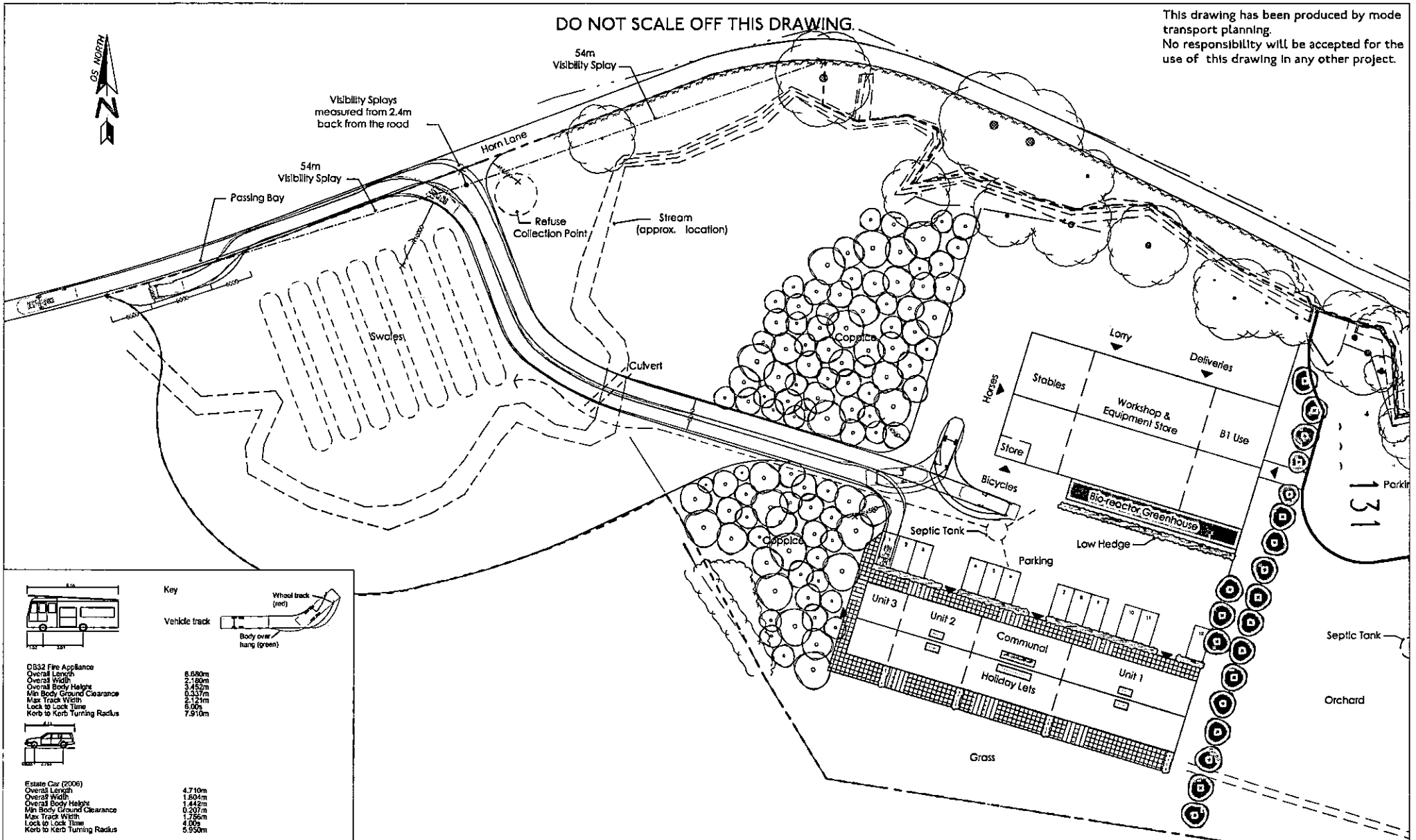
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Project Title: Grange Farm, Evenlode
Client: Rebecca Thwaites
BRD Reference: BRD2797-OP1-A
Date Issued: September 2016



DO NOT SCALE OFF THIS DRAWING.

This drawing has been produced by mode transport planning. No responsibility will be accepted for the use of this drawing in any other project.



QB32 Fire Appliance
 Overall Length 6.680m
 Overall Width 2.180m
 Overall Body Height 3.432m
 Min Body Ground Clearance 0.357m
 Max Track Width 2.121m
 Lock to Lock Time 5.00s
 Kerb to Kerb Turning Radius 7.910m



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

drawing title
Proposed Access Swept Path Analysis

client
Mr & Mrs Thwaites

job title
Land at Grange Farm, Horn Lane, Evenlode

mode transport planning
 52 Cornmarket Street
 Oxford
 OX1 3HJ

t 01865 591 553
 e info@modetransport.co.uk
 w www.modetransport.co.uk

mode
 transport planning

scale **1:500 @ A3**

drawn **JL**

checked

created

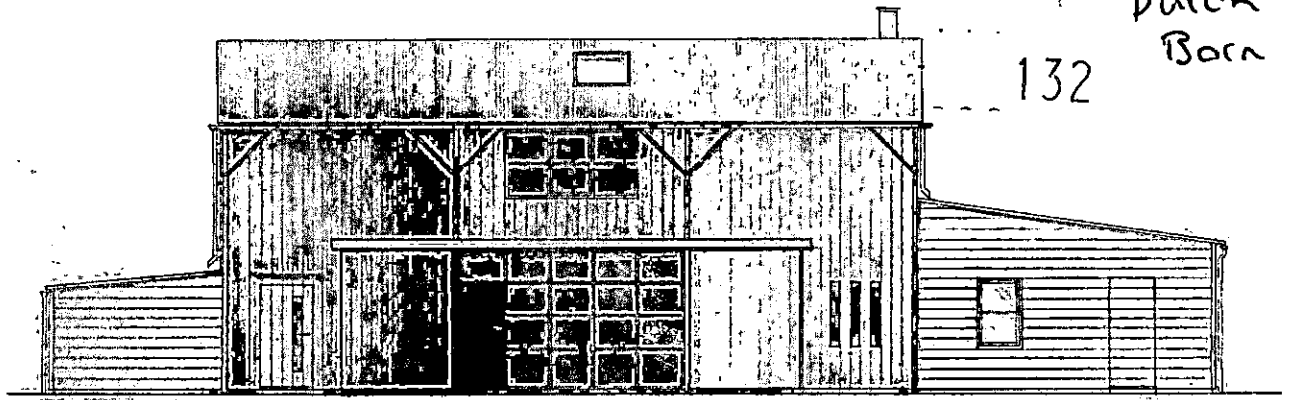
A 09-02-17

Issued

drawing no.
J32-2767-01

Dutch Barn

132



Plan 122.00

N O R T H



Plan 122.00

S O U T H

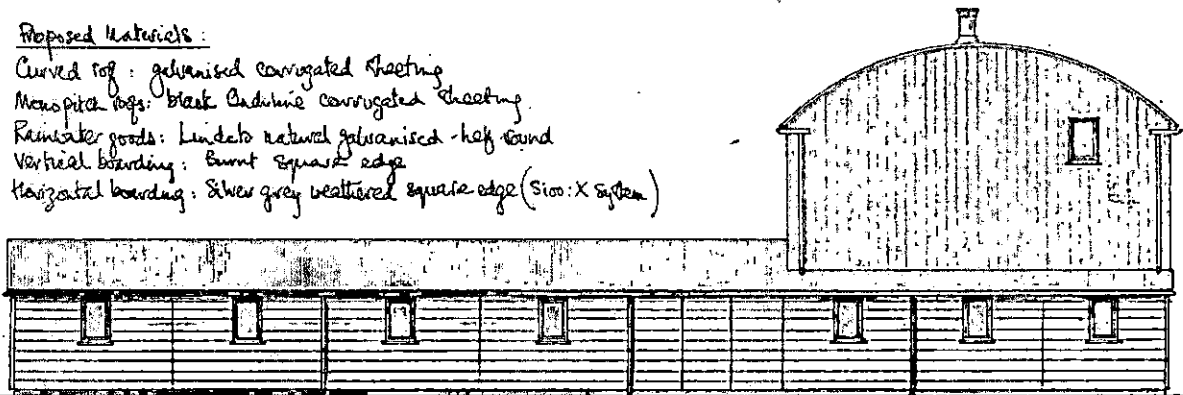


Plan 122.00

W E S T

Proposed Materials:

- Curved roof: galvanised corrugated sheeting
- Mano-pitch roofs: black Cadwain's corrugated sheeting
- Rainwater goods: Lindal's natural galvanised - half round
- Vertical boarding: Burnt square edge
- Horizontal boarding: Silver grey weathered square edge (Sico-X system)



Plan 122.00

E A S T

REVISION 'B':
FENESTRATION
CHANGES
13th September '10
REVISION 'C':
FURTHER FENESTRATION
CHANGES 15/09/10

Track
ARCHITECTS

Track Architects Ltd
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REVISION 'D': CHANGES TO PROPORTION OF LOWER WINDOWS ON EAST ELEVATION
date August 2016

drawn CK

checked

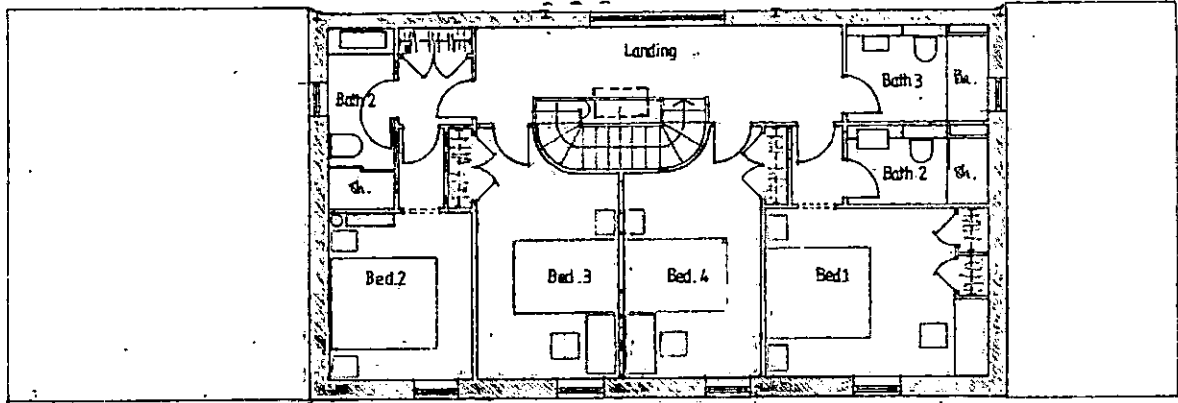
20/09/2010

Proposed Elevations - Dutch Barn
Grange Farm
Evenlode

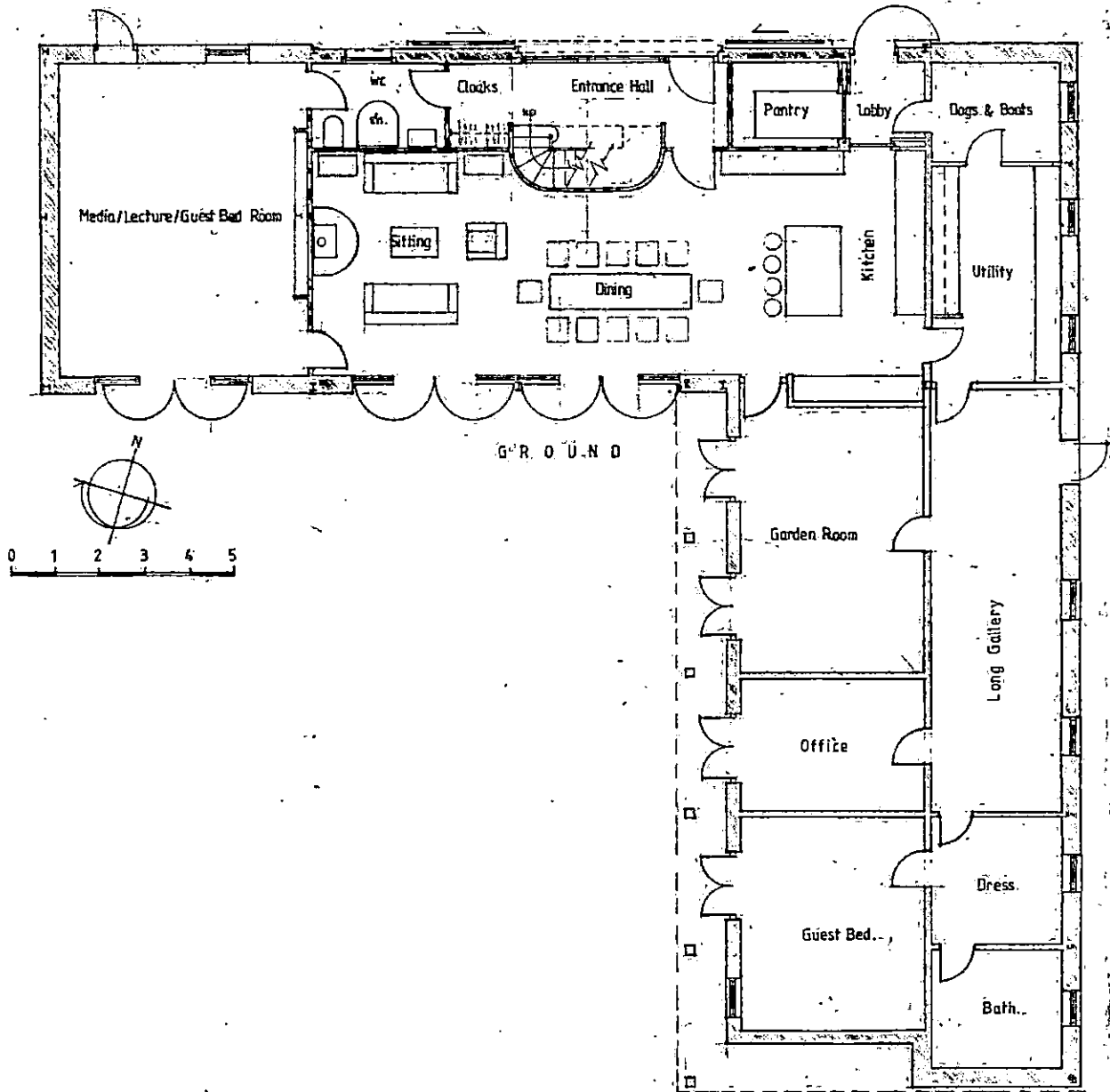
scale 1:100 at A3

Mr & Mrs Thwaites

2567.09 Rev. D/E



FIRST



- REVISION 'D': BEDROOM WINDOWS REDUCED IN WIDTH.
- REVISION 'C': FURTHER CHANGES TO DOOR AND WINDOW OPENINGS
- REVISION 'B': CHANGES TO WINDOW AND DOOR OPENINGS
- REVISION 'A': CHANGES TO STAIRCASE, SERVICE ZONE & ANCILLARY WING.

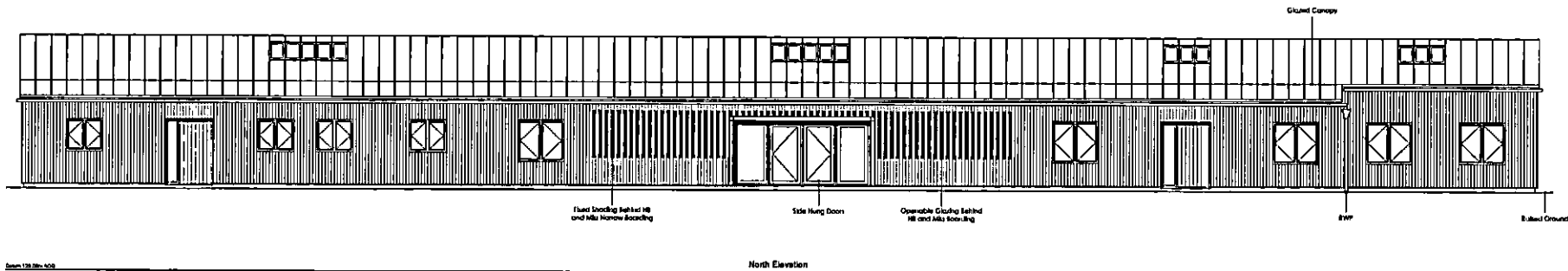
03 January 2017
 15 September 2016
 14 September 2016
 05 August 2016



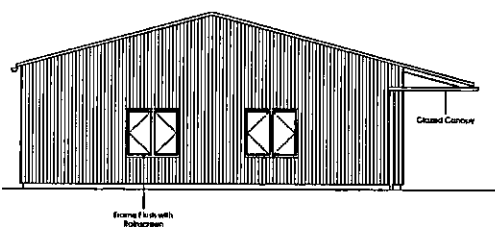
Tyack Architects Ltd
 The Manor, 100, Oxford Street
 Manchester, M1 2JN
 0161 275 1100
 www.tyackarchitects.com

date October 2015
 drawn CK
 checked _____

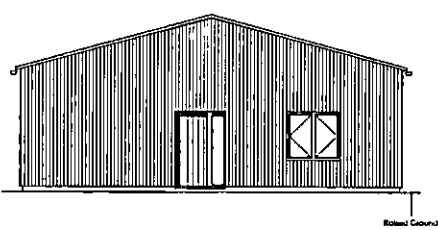
Project Proposed Floor Plans - Dutch Barn scale 1:100 at A3
 location Grange Farm, Eventide
 client Mr & Mrs Thwaites number 2567.03 Rev D



Scale 1:250 (A2) North Elevation

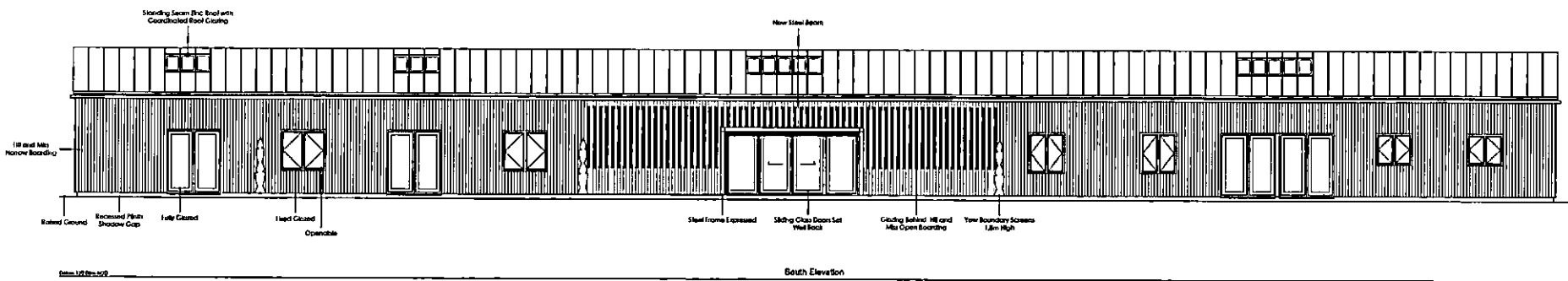


Scale 1:250 (A2) East Elevation



Scale 1:250 (A2) West Elevation

134



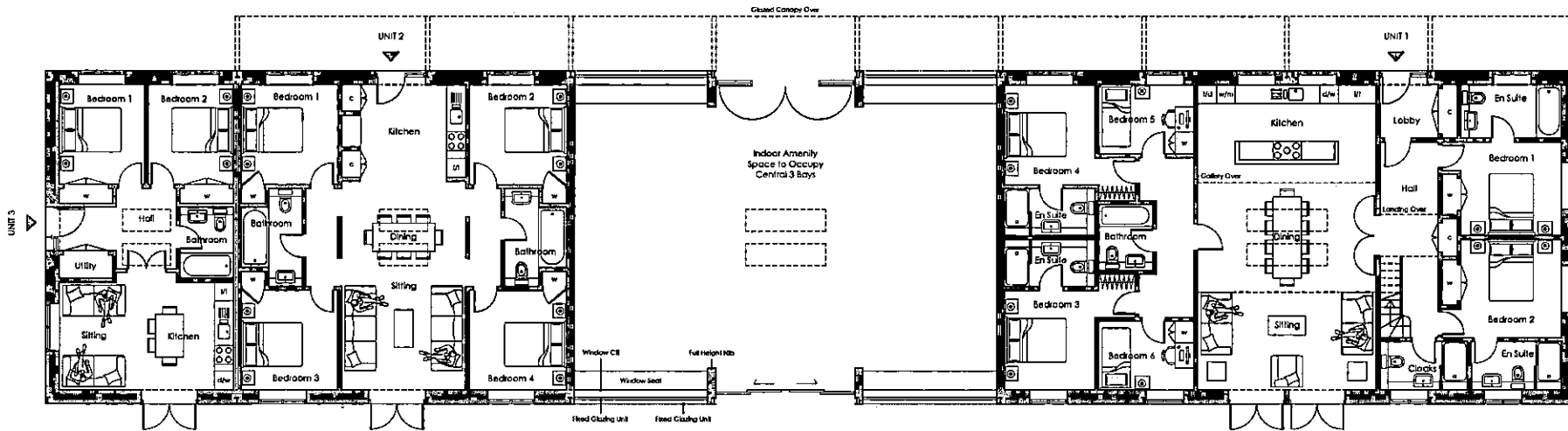
Scale 1:250 (A2) South Elevation

0m 5m 10m
Scale 1:100

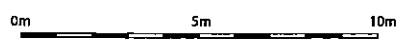


Item No: A Windows and door amended to ground levels 13.26.16 75
PROPOSED ELEVATIONS - HOLIDAY UNITS 1, 2 & 3
 Grange Farm, Evenlode, Gloucestershire
 Mr and Mrs Thwaites
 Scale: 1:100@A2 Date: September 2016 Drg No: 2567.05.A
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11/01/2017
14:57



135



Scale 1:100



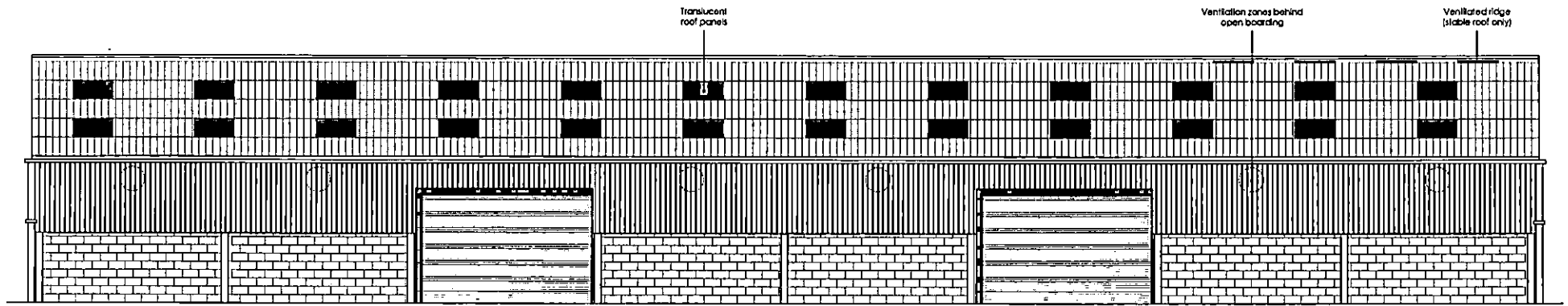
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 011408 051863
 info@tyackarchitects.com
 www.tyackarchitects.com

revision A Windows and door amended to conceal work 13.09.16 PS

PROPOSED FLOOR PLAN - HOLIDAY UNITS 1, 2 & 3

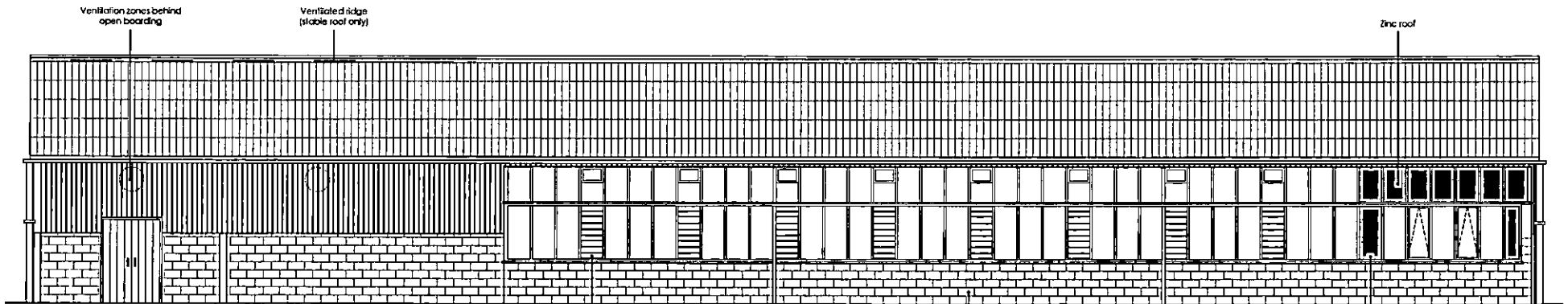
Grange Farm, Evenlode, Gloucestershire
 Mr and Mrs Thwaites

Scale: 1:100@A2 Date: September 2016 Dwg No: 2567.04.A
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Datum 120.00m AOD

North Elevation



Datum 120.00m AOD

South Elevation

0m 5m 10m

Scale 1:100



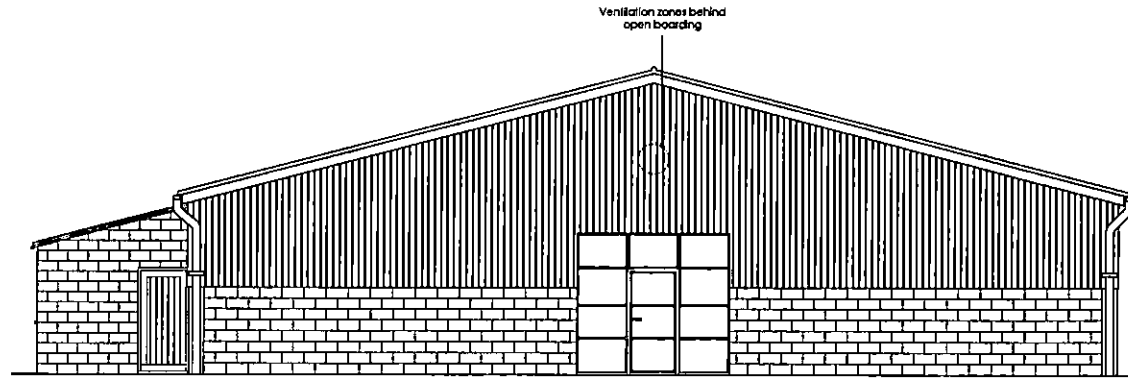
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e: mail@tyackarchitects.com
w: tyackarchitects.com

D	Length of greenhouse reduced	24.10.16	PS
C	Greenhouse roof height raised	23.09.16	PS
B	Zinc roof panels and openable lights added to greenhouse S. elevation	20.09.16	PS
revision A	Greenhouse, translucent roof panels, roof and wall ventilation added	13.09.16	PS

PROPOSED NORTH AND SOUTH ELEVATIONS - MIXED USE
Grange Farm, Evenlode, Gloucestershire
Mr and Mrs Thwaites
Scale: 1:100@A3 Date: September 2016 Drg No: 2567.08.D
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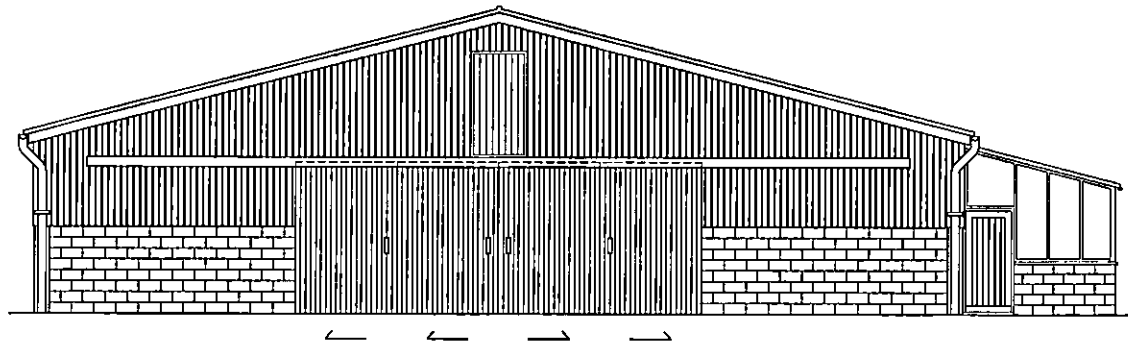
136

Mixed use



Datum 120.00m AOD

East Elevation



Datum 120.00m AOD

West Elevation

revision	C	East elevation greenhouse door reinserted and roof raised	23.09.16	PS
	B	East elevation greenhouse door and windows removed, replaced with blockwork	20.09.16	PS
	A	Greenhouse and wall ventilation added, East Elevation door enlarged	13.09.16	PS

0m 5m 10m

Scale 1:100



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PROPOSED EAST AND WEST ELEVATIONS - MIXED USE

Grange Farm, Evenlode, Gloucestershire

Mr and Mrs Thwaites

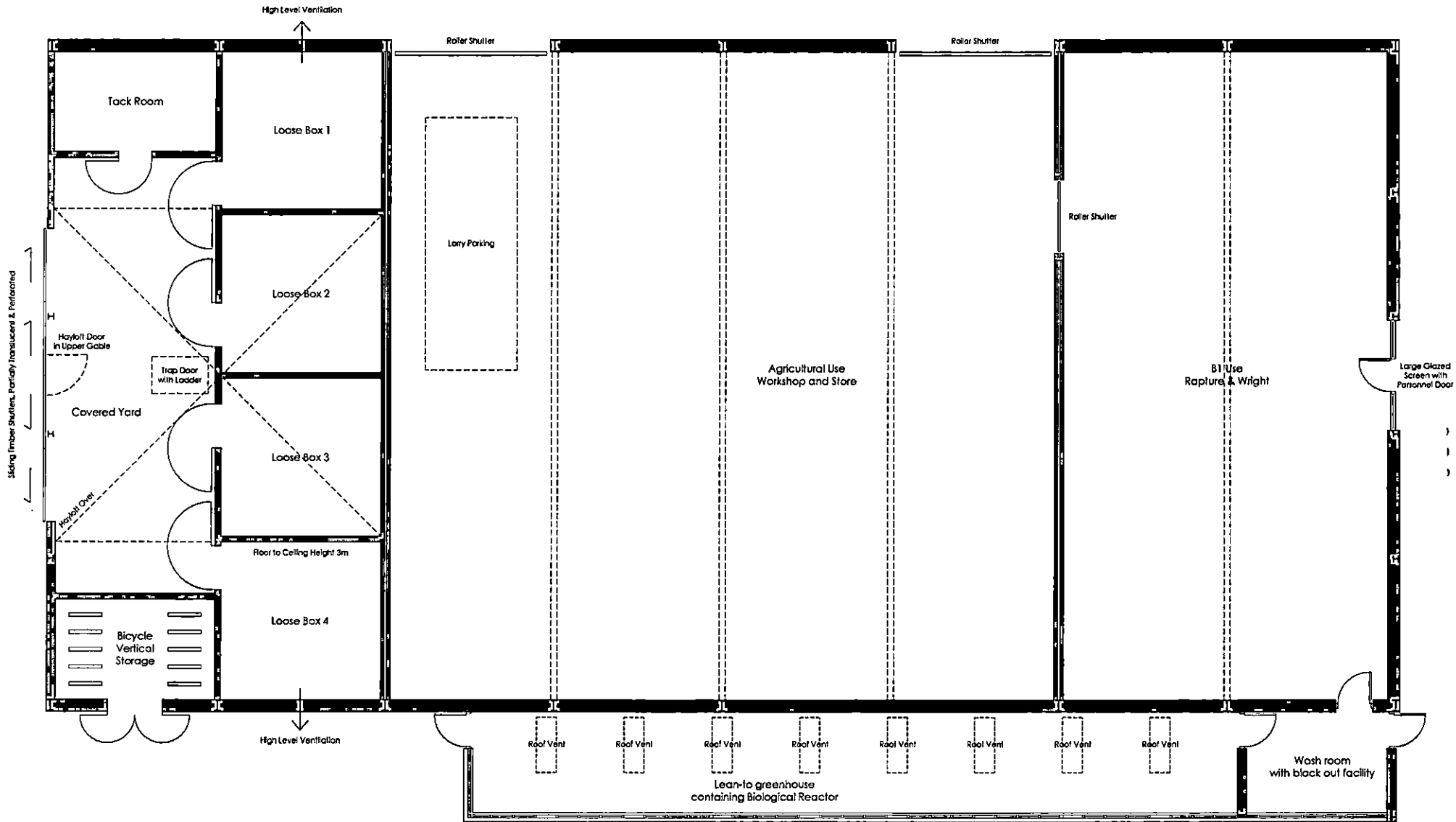
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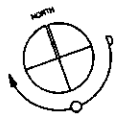
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137



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D	Length of greenhouse reduced	24.10.16	PS
C	East elevation greenhouse door reinserted	23.09.16	PS
B	Greenhouse internal wall and door added, external greenhouse E, elevation door omitted	20.09.16	PS
revision A	Greenhouse added, East Elevation door enlarged	13.09.16	PS



0m 5m 10m

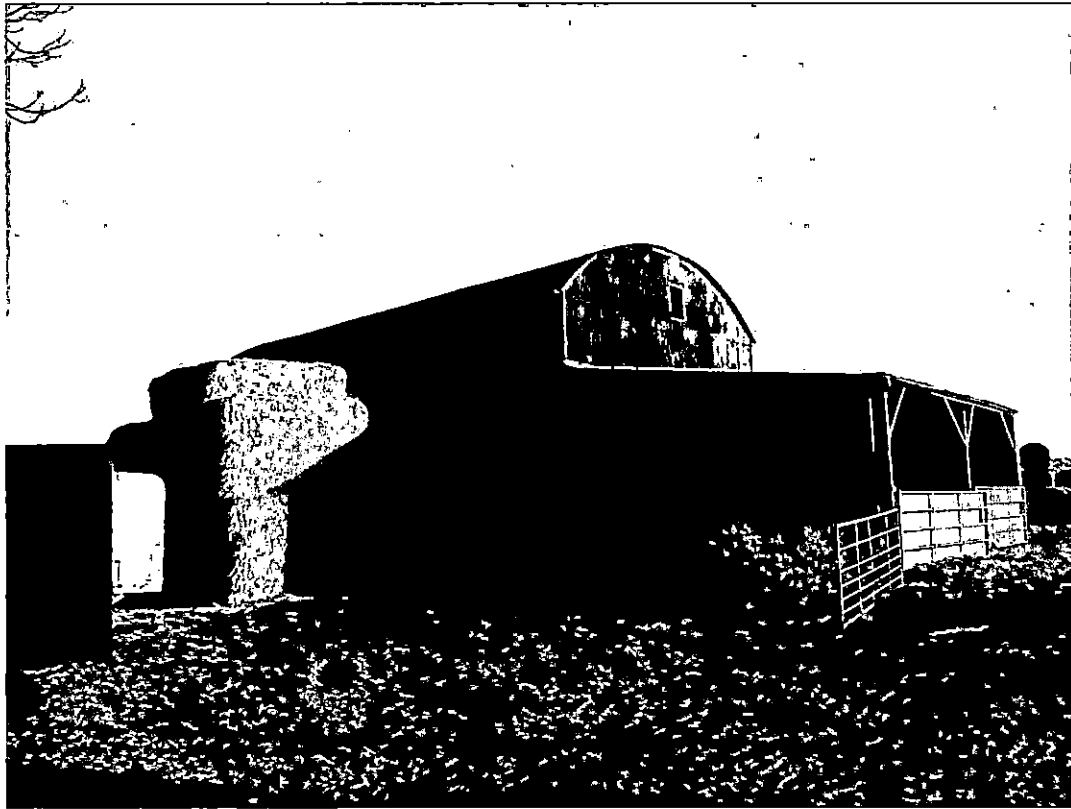
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PROPOSED FLOOR PLAN - MIXED USE
 Grange Farm, Evenlode, Gloucestershire
 Mr and Mrs Thwaites
 Scale: 1:100@A3 Date: September 2016
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Drg No: 2567.06.D

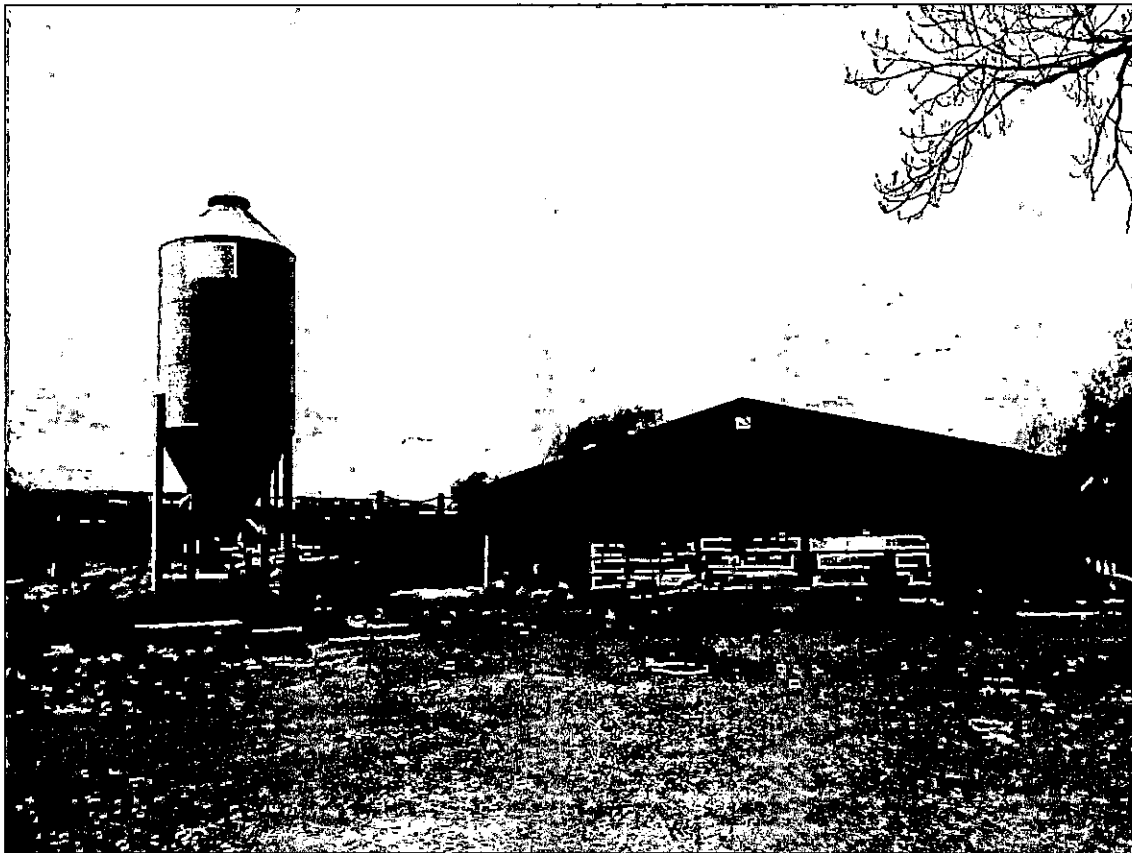


Dutch barn





Barn proposed for conversion to mixed use





Barn proposed for conversion to holiday lets



Martin Perks
Planning Department
Cotswold District Council
Trinity Road
Cirencester
GL7 1PX

31 December 2016

Dear Mr Perks

16/04529/FUL

Development of agricultural buildings at Grange Farm, Evenlode

I am writing on behalf of Evenlode Parish Council (PC) to comment on planning application 16/04529/FUL.

1. It should be noted that one of the applicants – Rebecca Thwaites – is a Parish Councillor and that she has declared an interest in the application and has not taken any part in the PC's discussions nor the preparation of these comments. Similarly, the current tenant of the farm buildings, Howard Woolliams, is also a Parish Councillor and has also declared an interest and excluded himself from discussions.
2. In response to demand from village residents the applicants and their planning advisor, Neil Warner of JPPC, agreed to make a short presentation of their proposals and address comments and questions in a village meeting at Evenlode Village Hall on 13 December 2016. This meeting was attended by 22 village residents in addition to the Parish Councillors. References below to the applicant having confirmed any matters refer to responses to questions in this meeting.
3. The application concerns the development of a substantial group of farm buildings at Grange Farm, situated on Horn Lane some 800m from its junction with Church Lane. Horn Lane is a narrow, single track lane with several sharp, blind corners and the greater part of our comments cover its current use, its capacity to take additional traffic and the level of traffic that could be reasonably anticipated from the proposed development. Before addressing the transport and highways impacts, the PC has a number of more general comments.
4. The Planning Statement states that Howard Woolliams, the current tenant, is about to retire. This is not correct and the PC understands that the applicants have now submitted an updated Planning Statement correcting this.

5. The PC questions whether the farm buildings are truly redundant. The buildings have very recently been in full use, remain fit for purpose and are structurally sound – as confirmed in the Structural Report prepared for the applicants. The PC is concerned that the permanent removal of these buildings from the operations of a working farm would prejudice the continued viability of the farm should the tenant wish to revert to cattle farming and is contrary to Policy 27 paragraph (a) of the Local Plan.
6. To the extent that conversion of the Dutch Barn to a private dwelling is permitted, the PC considers that this should be under Class Q. If permission for this is granted outside Class Q, then permitted development rights for Grange Farm under this class should be removed as a condition of approval. This is to ensure that any potential future proposal to develop the separate farm buildings (also part of Grange Farm) on Horn Lane some 400m beyond the development site would be subject to full planning scrutiny.
7. The applicants make reference to paragraph 28 of the NPPF (the rural economy). The PC supports the principles of paragraph 28. However paragraph 28 stresses the requirement for rural tourism to be sustainable and to be provided in appropriate locations where identified needs are not already met. This proposal does not pass the sustainability test mainly due to traffic implications. The PC considers that the traffic implications will harm rather than enhance the tourism value of the Evenlode Conservation Area and its narrow rural lanes – this is discussed in detail below. Moreover, the PC is unconvinced of the need (as required under paragraph 28) for further holiday let facilities in the parish. We note that CDC has recently approved a substantial holiday let facility at Evenlode Grounds (16/03698/FUL) - less than a mile from the current site.
8. As the pre-application discussions with CDC Planning summarised in the Planning Statement make clear, one of the principal hurdles that this application must overcome is the highway impact. This is addressed by the Transport Assessment supporting the application. We have read and analysed this document very carefully and consider that it fundamentally misrepresents the highway impact of the development. In particular:
 - a. The Traffic Assessment contains a number of material factual inaccuracies:
 - The description of the development at 1.1.1 and 4.1.1. states that there will be '3 holiday lets (2 x 4 bed and 1 x 2 bed)'. The application is in fact for 1 x 6 bed, 1 x 4 bed and 1 x 2 bed holiday let units capable of accommodating 22 guests.

- The private dwelling unit is stated to be a 5 bed unit. The plans indicate that it will also include a large lecture/media/guest bedroom, bringing the total of the residential unit to c 400 square meters.
 - Section 3.2 deals with the existing highway network and 3.2.8 purports to describe the junction of Horn Lane with Church Lane. From the description and Fig 3.6 it is clear that the junction described is that between Horn Lane and Green Lane, the latter being the relatively quiet lane that runs through the centre of the village.
 - There is no mention of the actual junction of Horn Lane with Church Lane - the main and increasingly busy highway around the centre of the village that carries the main volume of traffic between Moreton and Stow. The junction with Horn Lane is probably the most dangerous junction in the village, being on a blind, narrow bend with traffic approaching at speed from the west (see Photo 1). Church Lane is also heavily used by large groups of cyclists from the North Cotswold Cycling Club (based in Moreton-in-Marsh), often travelling at considerable speed.
 - The PRoW assessment in Paragraph 3.4 omits any mention of Bridleway 159/3 (Conygree Lane), the continuation of Horn Lane from the Oxfordshire boundary towards Chastleton Hill. This bridleway makes Horn Lane a well used circular route for horse riders and off-road bikes as well as being a very popular route to Chastleton for visiting walkers and rambling groups. The lane also forms part of the North Cotswold Diamond Way, the popular 60 mile long distance footpath that forms part of the network of Cotswold paths so important to rural tourism.
 - Horn Lane is also heavily used by villagers, particularly if the weather is wet and field paths are muddy, and currently provides a quiet area in typical Cotswold countryside where young children can ride bikes, dogs can be walked off-lead and toddlers wheeled relatively safe from traffic. As the Traffic Assessment correctly identifies, there is no footway provision and the verges are in many places damaged making it difficult to avoid traffic.
- b.** The description of Horn Lane in Section 3.2 whilst accurate as far as it goes deals only with that part immediately adjacent to the development site. Proceeding west from here towards Evenlode village there are two 90 degree bends at Grange Farmhouse/yard (see Photos 2 & 3). The first has very restricted vision due to seasonal vegetation and the second is completely blind. Proceeding on to the junction with Green Lane, there is a further very narrow section with another blind bend (see Photo 4). Throughout its length Horn Lane is a single track lane with soft verges with passing places only at Grange Farmhouse/yard and by Evencourt. The applicants have indicated that they would consider adding a passing bay immediately west of the development site, but there is no other

capacity to add passing places owing to the proximity to the highway of residential properties and boundary walls (see Photos 5 & 6). **The PC strongly urges a site visit to gain a full understanding of these width and sight-line constraints.**

- c. Section 5 covers Traffic Generation and is highly misleading. The conclusions on additional traffic stated in Sections 5.3.2, 5.3.4 and 5.3.6 are simply incorrect and fundamentally misrepresent the TRICS analysis in Appendices A-C.

- For example, Section 5.3.4 concludes that:

the proposed conversion of one of the Cowbarns into 3 x holiday lets would generate up to one additional two-way vehicle trip per day.

The data in Appendix B shows that this counts only the forecast traffic in the 2 peak hours of 8-9am and 5-6pm. The table on Page 4 of Appendix B shows that traffic is spread throughout the day and that the daily TRICS forecast is 2.322 return trips per unit. Using the report's methodology this gives 6.966 additional two-way return trips per day, more than 7 times that stated in the conclusion.

- The same fundamental error is made for the private dwelling and business elements of the development. The combined claimed vehicle movements in the body of the Traffic Assessment is stated to be 7 two-way trips per day. **The actual TRICS figures in the Traffic Assessment appendices show a total of 25 return trips per day** comprising:
- o Private dwelling: 5 return trips/day (Appendix A p. 8)
 - o Holiday lets: 7 return trips/day (Appendix B p. 4)
 - o Business activity: 13 return trips/day (Appendix C p. 7)

- d. The PC understands the TRICS methodology and why it is used but questions whether the benchmarks selected provide a good basis for estimating traffic movements in this particular case. In particular, we consider that the TRICS analysis for the holiday lets substantially underestimates the projected traffic flow. Looking at specific components of the development in turn:

Private dwelling house:

- The benchmarks listed in Appendix A comprise exclusively 'Edge of town' developments ranging from 10 to 432 units and including flats, bungalows, semi-detached houses as well as detached houses. The PC considers that a single 5-6 bed dwelling in a rural location, remote from all services, is likely to generate more daily vehicle movements per unit than the benchmark group.

- Although accommodated in one of the cow barns, the private dwelling component also includes a large stable with 4 loose boxes. This will generate additional vehicle movements compared to the TRICS benchmark group.

Residential holiday lets:

- Appendix B lists only 6 benchmarks, in all cases caravan parks, with 3 identified as 'Edge of town', 2 as 'Out of town' and 1 uncategorised.
- Again, the remote location and complete lack of local services at Grange Farm render the 'town edge' benchmarks highly suspect.
- A review of the 2 'out of town' sites (a simple google search identified their websites) established that:

Elvaston (www.beechwoodparkleisure.co.uk) caravan park has 6 coarse fishing lakes on site, a children's go-kart track and is directly opposite Elvaston Castle Country Park.

Moreton (www.campingandcaravanningclub.co.uk/campsites/uk/dorset/dorchester/Moreton) caravan park is next to the well-connected railway station, on the edge of the village which has an open garden, farmshop, tearooms and café.

In short the benchmark sites can be described as destinations in their own right whereas the Grange Farm let units are more likely to be used as a base to explore the Cotswolds and its facilities generating many more vehicle trips.

- Even if the benchmarks are accepted, the 2 larger units (4 bedroom and 6 bedroom) provide much more accommodation than a non-static caravan resulting in additional vehicles and trips.
- The Grange Farm let units include a large communal, covered area. making them ideal for block rental to large groups e.g. for celebrations or off-site meetings. This type of use will be more car intensive. The 15 parking spaces provided confirms this analysis.
- The TRICS analysis makes no provision for servicing/cleaning the let units - the benchmarks are all caravan parks for non-static caravans rather than serviced units. The proposed development totaling 12 bedrooms will require at least 1 employee.

- Taking all these factors together the PC considers that the residential holiday lets TRICS result of 7 daily return trips significantly underestimates vehicle movements.
 - We have used a zero-based approach to provide a realistic estimate of vehicle movements from the holiday let activity. When fully occupied, it is estimated that the 12 bedrooms will generate an average of 9 vehicles, with 2-3 return journeys for each per day. With overall occupancy at 50% this would give 9-13 return journeys per day, plus at least 1-2 return journeys each day for cleaning and maintenance. It is important to note that these basic assumptions were derived from information provided for this purpose to the PC by the applicants. It should also be noted that **at times of full occupancy the peak traffic flows from the holiday lets alone will amount to 20-30 return journeys per day**, and that this will coincide with peak tourism use of Horn Lane, being at and around weekends and holidays during the summer months.
- e. The Traffic Assessment anticipates a reduction in farm vehicle traffic. Whilst there may be a some reduction we understand that cattle will likely continue to be kept at the separate farm buildings (also part of Grange Farm) on Horn Lane some 400m beyond the development site and that twice daily trips to feed these will continue at a similar level. Horn Lane also provides access to other fields, not part of Grange Farm, that will continue unchanged.
- f. At Sections 5.3.7 and 8, the Traffic Assessment implies that at least some of the B1 use traffic would simply replace current business traffic. Whilst this may be the case the applicants have confirmed that Grange Farmhouse and the adjacent farm buildings (including the barn/workshop in which they currently conduct their printing business) will be sold to finance the development. Having regard to the facilities this site offers and the demand for attractive, rural 'hobby business' sites, it should be recognised that some business activity may continue at the Grange Farmhouse site.
- g. In assessing the overall impact of future vehicular traffic on Horn Lane regard should also be had to the earlier planning applications for two additional residential units at Grange Farm granted in 2014 under reference: 14/03015/FUL.
9. Neither the Planning Statement nor the Traffic Assessment provide any substantive analysis of how the additional vehicular traffic will approach Horn Lane. There are two possible routes:
- a. Via the Horn Lane/Church Lane junction.

As noted in 8.a. above, this junction (see Photo 1) is immediately east of a narrow, blind bend and provides a difficult and potentially dangerous exit from Horn Lane, particularly when travelling west, toward Moreton-in-Marsh.

As a result most village residents from Horn Lane choose to use this route only when driving east, towards Broadwell and we would expect most of the incremental Grange Farm traffic to do likewise. Even turning left, towards Broadwell, requires a quick getaway as traffic on Church Lane is often travelling quickly and emerges suddenly from the bend. This in turn creates noise and pollution for residents on the corners of the junction.

The PC has also seen a significant increase in traffic on Church Lane over recent years, prompting regular discussions with GCC Highways and a speed survey in November 2013. We expect traffic levels to increase further as retail and residential development continues in Moreton-in-Marsh and drivers seek to avoid congestion on the A429 and A44.

b. Via Green Lane through the village centre to Church Lane

The only alternative access route is along Green Lane, past the village green, joining Church Lane by Poplars Farmhouse. Green Lane is again very narrow. Travelling from Horn Lane, there is immediately a blind bend, followed by a long section with soft verges and no possibility of passing until near the village green. The final section to Church Lane is wider but there are invariably vehicles parked on one side, and again passing oncoming traffic is difficult.

The village green is well used by young children, particularly the play equipment which is sited on the western edge, close to Green Lane.

Green Lane itself is heavily used by pedestrians and horse riders. As the Traffic Assessment correctly identifies, several footpaths or bridleways run from it and it also forms the main foot route between the two halves of the village. The village has no street lighting and as with Horn Lane, there is no footway provision and, for the most part, nowhere for pedestrians, many of whom are elderly, to escape vehicles other than wet, muddy, often truck-damaged verges.

Conclusion

The PC believes that the proposed application at Grange Farm as currently envisaged would result in a substantial increase in vehicular traffic on narrow rural lanes that are wholly unsuitable for this type or scale of development. As well as important safety concerns, the PC believes that the increase in traffic would cause significant harm to the Evenlode Conservation Area and to the amenity value of Horn Lane both

for tourists and the local community.

Accordingly, we believe that the application fails to meet the required tests set out in the Local Plan, policy 28, paragraphs (c) and (d). We consider that it fails the sustainability requirement of paragraph 28 of the NPPF and we also note that the adverse impact of this application demonstrably outweighs any benefit under the terms of paragraph 14 of the NPPF.

For the reasons set out above, this application does not meet the fundamental requirement for sustainable development that underpins both the Local Plan and the NPPF.

We urge CDC Planning to refuse this application.

Chris Adams
Chairman, Evenlode Parish Council

Photographs:

Key to photograph locations

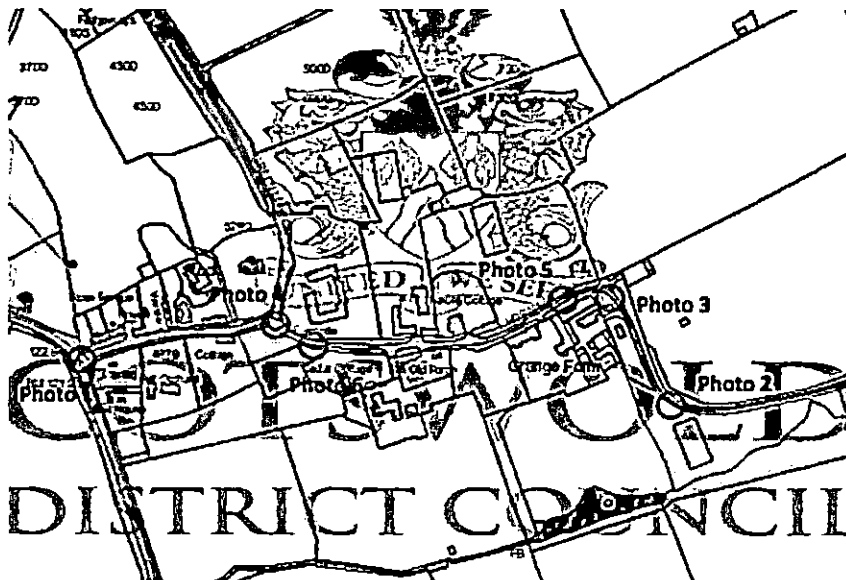
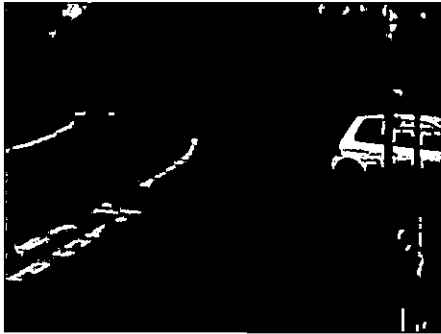


Photo 1. Junction of Horn Lane with Church Lane



Photos 2 & 3. Horn Lane bends at Grange Farmhouse/Yard



Photo 4. Horn Lane at Green Lane junction



Photos 5 & 6. Horn Lane restricted width sections west of Grange Farm





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Highways Development Management

Shire Hall
Gloucester
GL1 2TH

Martin Perks
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Please ask for: Richard Jefferies

Our Ref: C/2016/037327

Your Ref: 16/04529/FUL

Date: 2 February 2017

Dear Martin Perks,

TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

LOCATION: Barns To The East Of Grange Farm Horn Lane Evenlode Moreton-In-Marsh Gloucestershire GL56 0NT

PROPOSED: Conversion and extension of Dutch barn to form a single dwelling; conversion and alteration of barn 2 to form 3 dwellings to be used as holiday lets and extension, use of barn 1 for purposes falling within class B1 (business) and for stabling of horses and creation of new access

I refer to the above planning application received on the 11th November 2016, submitted with Application form, Transport statement, Site location plan, superseded-proposed elevations - Dutch barn, proposed floor plans - Dutch barn, proposed e/w elevations - mixed use, proposed floor plan holiday lets 1,2&3, proposed elevations holiday lets 1,2&3, superseded - proposed site plan, proposed n/w elevation - mixed use, planning statement, New details planning statement, proposed site plan, proposed elevations, design & access statement, proposed floor plan Dutch barn, revised vehicle tracking/visibility splays and proposed access swept path analysis. Plan no(s). 2567.09D, 2567.03C, 2567.07C, 2567.04A, 2567.05A, 2567.02D, 2567.08D, 2567.06D, 2567.02E, 2567.03D, 2567.02F, 2567.02G, 2567.09A, 2567.02H, J32-2767-02, J32-2767-02.

Proposal

The applicant proposes the Conversion and extension of Dutch barn to form a single dwelling; conversion and alteration of barn 2 to form 3 dwellings to be used as holiday lets and extension, use of barn 1 for purposes falling within class B1 (business) and for stabling of horses and creation of new access at Barns To The East Of Grange Farm Horn Lane.

History

The site has had previous planning history,

Notification under town and county planning (General permitted development)(England) Order 2015 Schedule 2, Part 3, Class Q for a proposed change of use of Agricultural Building to a dwelling house Class 3 - Ref No. 16/01880/OPANOT - Status Prior Approval CoU Not Required. Highways Development Management were not consulted.

Site Location and Accessibility

Evenlode is a small rural "service" village approximately 4.0km south of Moreton-In-Marsh, 5km north east of Stow-On-The-Wold and 10km East of Chipping Norton. The proposed developments northern boundary runs parallel to the existing Horn Lane, a class 5 highway subject to a 30 mph speed limit. There is no street lighting or pedestrian footways in the vicinity of the site, Horn Lane is a narrow country lane which varies in width from 3m - 3.5m.

The nearest bus stop is approximately 800m north west of the site which is within the desired comfortable walking distance recommended by the Institute for Highway Transportation (IHT) providing for journeys on foot guidance table 3.2. The bus services available here are the 803, V23 and the V4. The 803 provides a Tuesday service only from Bourton-On-Water to Moreton-In-Marsh, the V23 is the community service bus from Evenlode to Witney, The V4 connects local villages from Oddington to Chipping Norton including mainline services.

Highway Safety

No incidents have been reported in the vicinity of the proposed development access in the past 5 years.

Access

The proposed development will create a new vehicular access off of Horn Lane to serve the proposed venture. Plan, J32-2767-01 and J32-2767-02, "Proposed Access swept path analysis" demonstrates the access will be suitable for two way vehicle working, leading to a driveway width of 5m which also supports two way working. The submitted plans also demonstrate a passing bay to allow for traffic to flow without conflict along the Horn Lane to prevent vehicles having to reverse back along the class 5 Horn Lane. The passing bay proposed is 21m in length which will accommodate the largest vehicle expected to use the site, Plan J32-2767-01 confirms the passing bay is sufficient to accommodate the largest vehicle expected to use the site. The proposed access has been designed to the required standards, therefore I consider this acceptable.

Visibility

The adjacent Horn Lane features a 30mph speed limit at the point of access. Therefore in the absence of a speed survey the required emergent visibility would be 2.4m x 54m to the nearside kerb edge in either direction in accordance with DMRB standards. Proposed visibility splays plan no. 2567.09A has demonstrated visibility splays of 2.4m x 54m, with the splays within highway maintainable verge and do not cross third party land. I can confirm that the required visibility splays are achievable with verge

vegetation clearance required to ensure the splays are maintained free of obstruction; this can be dealt with by way of planning condition.

Parking

Gloucestershire does not currently have parking provision standards, parking provision would therefore be assessed against Paragraph 39 of the NPPF with consideration given to the accessibility of the development, the type use and nature of development, the availability of, and opportunity for sustainable transport, local car ownership levels and the need to reduce the use of high emission vehicles. Further consideration should be given to the DCLG Residential Car Parking Research Document. The local car ownership levels for the ward in accordance with census data determined an average car or van availability of 2 per dwelling. Therefore 2 spaces per dwelling would be a reasonable starting point. The spaces should comply with the minimum dimensions of 2.4m x 4.8m for a standard space with 6.0m of drivable space in front of them for ease of access.

Drawing no. 2567.02F demonstrates the proposed parking layout, the layout has demonstrated there is sufficient space within the site to accommodate the expected number of vehicles with no risk of indiscriminate parking occurring upon the adjacent highway. Furthermore there is sufficient space to allow vehicles to enter, turn and egress the site safely in forward gear. Each car parking space should comply with the minimum dimensions recommended by 9.13 and 9.14 MfGS, with each space measuring 2.4m x 4.8m, plan 256.02F confirms the required dimensions are achievable. The proposal for 12 vehicle parking spaces with dimensions which meet the requirements and accord to the guidance. The plan also demonstrates cycle storage, every effort should be made to ensure that cycle parking is under cover and secure. They should be well lit, fully covered, and secure, containing Sheffield stands as per the specification referred to in paragraph 8.3.6 of MfGs. As there are no local plan parking standards and the maximum parking standards were revoked on 25th March 2015, the applicant is proposing the provision of 3 vehicle spaces per holiday let unit which is deemed suitable. The B1 element of the proposal would be used by the occupants of the dwelling, therefore it is not unreasonable to assume that the occupants of the dwelling will access the office by foot via the private footway through the hedgerow boundary, furthermore this area of the proposal can be tied ancillary to the associated holiday lets. However, 3 vehicle spaces are proposed should they be required for the day to day operation of the business to which is deemed acceptable.

Vehicular Trip Generation:

Upon integrating the vehicle trip generation evidence I have addressed the concerns raised by Evenlode Parish Council (letter issued on 31st December 2016) within my assessment below. I have raised the highway safety concerns with Rachel Nixon (planning agent) and she has specifically addressed points 8 and 9.

It is acknowledged that since preparing the Transport Statement the proposed mix for the holiday lets changed to 1 x 6 bed, 1 x 4 bed and 1 x 2 bed holiday lets. The Transport Statement was not updated to reflect this change, neither the less the number of proposed units remains unchanged. It is also acknowledged that the location referred to in paragraph 3.2.8 of transport statement was incorrectly stated as Church Lane, it should have read Green Lane.

With regards to anticipated traffic generation, Tables 5.1, 5.2 and 5.3 provide summaries of the trip generation and trips in the peak periods, with the full TRICS outputs contained in the Appendices.

With regards to the proposed holiday lets, over a 16 hour period (7am – 10pm) the TRICS outputs suggest a total trip rate for arrivals of 1.256, for departures of 1.066 and for two way traffic of 2.322 per unit. There are 3 units proposed, therefore the total trips rates over the 16 hour period would be 3.768 for arrivals, 3.198 for departures and 6.966 for two way traffic. When broken down over the course of the day these figures represent an additional 0.435 two way trips per hour.

In terms of the B1 element of the proposal, over the daily period (5am – 09:30pm) the TRICS outputs suggest a total trip rate for arrivals of 6.730, departures of 6.251 and for two way traffic of 12.981. When broken down over the course of the working day (assumed here as 9am – 5pm) these figures represent approximately 1.62 additional two way trips per hour.

Horn Lane has been designed as a rural road with no street lighting or footway provision. It is a no through road and given its width and alignment, although subject to a 30mph speed limit, traffic levels and speeds are not expected to be high. The additional 2.057 two way trips per hour that would be generated by the proposal (combined holiday let and B1 use) is negligible and is not considered to be detrimental to the operation and safety of the surrounding local highway network.

With regards to the wider highway network within Evenlode, the roads are rural in nature with no footway or street lighting provision throughout the whole of the village. Pedestrians, cyclists and equestrians all share the carriageway with vehicles, which is a familiar occurrence in rural settlements. Vehicle speeds are expected to be low given the local highway characteristics and the rural nature of the area. A review of personal injury data did not identify any accidents within the local area.

The Highways Authority are satisfied with the proposed Vehicle Trips Generations and coincides with TRIC's (Trip Rate Information Computer Systems) .

After reviewing the latest A.T.C (Automatic Traffic Count) data from 25th - 1st November 2013, it demonstrates that 2588 vehicles travel along Church Lane over a 7-day period, while I appreciate that the information is not current, however in the absence of any other rebutting evidence I have used this information as a guide to establish the traffic movements along Church Lane, therefore the 25 projected vehicle trips would not be regarded as significant and the residual cumulative impacts of the development would not be regarded as severe contrary to Paragraph 32 of the NPPE.

I refer to the above planning application received on 11th November 2016, submitted with Application form, Transport statement, Site location plan, superseded-proposed elevations - Dutch barn, proposed floor plans - Dutch barn, proposed e/w elevations - mixed use, proposed floor plan holiday lets 1,2&3, proposed elevations holiday lets 1,2&3, superseded - proposed site plan, proposed n/w elevation - mixed use, planning statement, New details planning statement, proposed site plan, proposed elevations, design & access statement, proposed floor plan Dutch barn, revised vehicle tracking/visibility splays and proposed access swept path analysis. Plan no(s). 2567.09D, 2567.03C, 2567.07C, 2567.04A, 2567.05A, 2567.02D, 2567.08D, 2567.06D, 2567.02E, 2567.03D, 2567.02F, 2567.02G, 2567.09A, 2567.02H, J32-2767-02, J32-2767-02.

I recommend that no highway objection be raised subject to the following condition(s) being attached to any permission granted:-.

Condition #1:

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4 metres back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road Eastbound 54 metres and westbound 54 metres. The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason:- To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

Condition #2:

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and/or re-enacting those orders with or without modification), the premises shall be solely as described in the details submitted with the planning application, shall not be used other than as an office ancillary to the 3 no. Holiday Lets at Grange Farm, Horn Lane, Evenlode and shall not be used for any other purpose falling within Use Class B1; without express planning permission.

Reason:- To ensure the development is only as described. The creation of a more intensive, separate or alternative at this location would require further consideration by the Local Planning Authority because of traffic/parking implications.

Condition #3:

Prior to the occupation of the development hereby permitted the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. J32-2767-01 but with a minimum entrance width of, kerbed entry/exit radii in accordance with the drawing number. J32-2767-01, with the area of access road within at least 10.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason:- To reduce potential highway impact by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework.

Condition #4:

No works shall commence on the development hereby permitted until the passing bay has been constructed in accordance with plan J32-2767-01.

Reason:- To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with paragraph 32 of the NPPF and to give priority to pedestrian and cycle movements in accordance with paragraph 35 of the NPPF.

Condition #5:

The buildings hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no. J32-2767-01, (12 parking spaces) and those facilities shall be maintained available for those purposes thereafter.

Reason: - To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the NPPF.

NOTE

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

Statement of Due Regard

Consideration has been given as to whether any inequality and community impact will be created by the transport and highway impacts of the proposed development. It is considered that no inequality is caused to those people who had previously utilised those sections of the existing transport network that are likely to be impacted on by the proposed development.

It is considered that the following protected groups will not be affected by the transport impacts of the proposed development: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, other groups (such as long term unemployed), social-economically deprived groups, community cohesion, and human rights.

Yours sincerely,

Richard Jefferies

Technician