

**North Northamptonshire Area Planning Committee
(Thrapston)
29 March 2023**

Application Reference	NE/22/00633/FUL
Case Officer	Chris Hill
Location	Wood Farm House, 11 High Street, Collyweston, Northamptonshire
Development	Conversion of existing building to one-bedroom dwelling.
Applicant	Andy Winterton
Agent	N/A
Ward	Oundle Ward
Overall Expiry Date	13 July 2022
Agreed Extension of Time	02 June 2023

Scheme of Delegation

This application is brought to committee because of referral of the application by Planning Management.

1. Recommendation

- 1.1 That planning permission be GRANTED subject to conditions.

2. The Proposal / Background

- 2.1 Permission is sought for the conversion of 1 barn to residential use. It would have a singular bedroom.
- 2.2 The barn's existing pair of double doors would be partially infilled with a door in the centre of the north elevation. To one side a window would serve the kitchen and living space, whilst a slit window would serve the bathroom. A conservation style rooflight would be added above the door.

- 2.3 The rear south facing elevation would feature a window to serve the bedroom, a smaller high window to serve the living space and a rear door. The gable ends would remain largely unaltered.
- 2.4 Rubble stone would be used for wall infills, existing tiles would be stripped and replaced with artificial Collyweston roof tiles with buff clay ridge tiles and windows and doors would be dark grey timber. Both doors would have sliding shutters and black rainwater goods would be used.
- 2.5 The only alteration to the host dwelling would be the creation of a new garden area for the converted barn. It would also host a single car parking space in front of the dwelling that includes an electric charging point as well as a bin store. Access to the garden would be found to the side of the dwelling.
- 2.6 A planning application (NE/21/00450/FUL) was submitted and refused on 1st October 2021 for matters relating to the historic environment and character of the local area and neighbouring residential amenity impacts. This application involved converting another barn and the creation of a third, new dwelling. This application was not appealed.
- 2.7 A similar planning application (19/01299/FUL) was submitted prior to this, but was refused on 26th March 2020 for matters relating to the historic environment and character of the local area, ecology and highway safety which was then dismissed at appeal (APP/G2815/W/20/3251780).
- 2.8 This application is materially different in that it is for the conversion of a singular building to a residential dwelling. Following a resubmission of the site plan, the access is now proposed to not be altered.

3. Site Description

- 3.1 The application site is situated within the settlement of Collyweston and lies to the south of High Street. The site comprises an existing farmhouse in the Collyweston Conservation Area. The farmhouse has a large garden to the rear that contains a number of outbuildings. The farmhouse dates from the Victorian period with 20th century additions. The barns to the rear are of a similar age.
- 3.2 To the west of the site are the properties at 13, 15 and 17 High Street and to the east are the dwellings at 2 Bluebell Lodge, Bluebell Stables and 9 High Street. To the north of the site is public highway and to the south is the property at 19 High Street, in addition to The Walks and agricultural land.

4. Relevant Planning History

- 4.1 NE/21/00450/FUL - Proposed detached building conversions and extensions to create two residential properties and one new build unit (Revised proposal to 19/01299/FUL) - Refused 01.10.2021

- 4.2 19/01299/FUL - Proposed detached building conversions and extensions to create two residential properties and one new build unit – Refused – 26.03.20. This application was also appealed and dismissed (APP/G2815/W/20/3251780).
- 4.3 95/00172/FUL – Conversion of barns to tourist accommodation – Grant – 02.06.95.

5. Consultation Responses

A full copy of all comments received can be found on the Council's website [here](#)

5.1 Collyweston Parish Council

The Council has the following comments:

Whilst the Council appreciates Highways' requirement for visibility splays for shared access, there is no way to accommodate a 4.5 metre access, extending the full 10 metres from the highway boundary this would also further reduce the already congested street parking space available for existing residents, visitors, deliveries and emergency vehicles.

The relocation of the footpath and grass area in front of Wood Farm, would mean completely changing the historical street scene and would have an adverse effect on the safety of pedestrians young and old visiting the community shop, Village Hall, etc.

To ensure safety for all, and allow for emergency vehicles, visitors and deliveries should be able to access the site to park. This is not the case in the proposals submitted.

5.2 Neighbours / Responses to Publicity

No letters were received from members of the public or neighbouring properties.

A letter was received from Tom Pursglove, Member of Parliament for Corby and East Northamptonshire stating the following:

I have been contacted by my above named constituent in respect of their concerns about highway standards and planning decisions. Please find attached the relevant self-explanatory correspondence.

I would therefore be most grateful if you could review these concerns and let me have your thoughts on the matters raised at the earliest opportunity.

I look forward to hearing from you.

Yours sincerely,

Tom

Tom Pursglove MP

Member of Parliament for Corby and East Northamptonshire

5.3 Natural England

No comments to make.

5.4 Northamptonshire Police – Crime Prevention Design Officer

No objection to the proposed development but recommends an informative to be implemented about safety measures should permission be approved.

5.5 North Northamptonshire Council – Archaeology

No comments to make.

5.6 North Northamptonshire Council - Principal Ecology Officer

Following a review of the bat survey report the Principal Ecology Officer is satisfied that neither a licence nor mitigation is required. Although, it is recommended that ecological enhance features are incorporated within the development.

5.7 North Northamptonshire Council - Highways (Local Highway Authority)

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments and recommendations:

- The LHA require more information on whether or not the proposed development intends to share an access with a commercial interest as the tracking shown within the Transport Statement shows a delivery vehicle. This is contrary to NNC adopted highway policy which does not permit private residential dwellings sharing an access with commercial and or agricultural interests. This policy is made in the interests of highway safety in order to prevent private motorists finding themselves in conflict with, and in opposition to the large vehicles associated with a commercial interest.
- Vehicular accesses serving two to five dwellings must have a minimum width of 4.5 metres for the first 10 metres from the highway boundary as opposed to 10 metres from the edge of carriageway. This enables two opposing vehicles to pass each other at the point of access. This in turn ensures that a vehicle entering a site does not stop and turn within the carriageway/footway to allow an emerging vehicle out. Where the access is bounded by structures (e.g. wall, fence, trees, embankment etc.) on one or both sides, the width of the access must be increased to 5.5 metres.
- The access must be constructed in a hard-bound material for the first 5.5 metres from the highway boundary in the interests of highway safety. This prevents loose material such as gravel being transferred to the public highway where it is a danger, particularly to cyclists and motorcyclists. Please note that this authority does not accept resin bound gravel as a hard-bound material due to the fact that, over time, the gravel often comes away from the binder.

- A means of drainage across the back of the highway boundary, across the proposed site access draining to soakaways contained within the applicant's own land is required.
- The proposed dwelling is more than 45 metres from the highway boundary. Vehicular accesses over 45 metres in length from highway boundary to the face of a building should be referred to a Building Regulation Approved Inspector. In such circumstances, access and turning for emergency vehicles will be required and the Northamptonshire Fire and Rescue service require;
- All accesses over 45 metres in length to be a minimum of 3.7 metres wide for its whole length, to accommodate an appliance;
- Such accesses to accommodate a fire appliance with a 15 Ton axle loading;
 - Turning space for a fire appliance;
 - Please see "Fire and Rescue Pre-Application Advice and Guidance for Developers Designing New Residential and Commercial Development Schemes in Northamptonshire" for further information.
- In line with all other development proposals, the applicant must obtain accident data from Northamptonshire Highways Road Safety Team, Crashmap website data is not accepted by this authority.
- The applicant will be required to obtain the correct licensing, from Northamptonshire Highways Regulations in order to install or alter the site access and the vehicle crossover of public highway land.
- Please note also that the works necessary to be undertaken within publicly maintained highway land must be undertaken only by a Northamptonshire Highways Approved Contactor; who has the required and necessary public liability insurance in place.

5.8 North Northamptonshire Council – Environmental Protection

Environmental Protection has no comments to make with respect to this planning application.

5.9 North Northamptonshire Council – Ecology Officer

I'm writing in response to your consultation on the above application for an outbuilding conversion at Wood Farm House, Collyweston. I've reviewed the bat survey report provided and I'm satisfied that neither a licence nor mitigation will be required in this case.

5.10 North Northamptonshire Council – Principal Conservation Officer

No comments received.

5.11 North Northamptonshire Council – Waste Management

I have no comments on behalf of waste management regarding the above application.

5.12 Others

The following were consulted but did not offer comments:

- Natural England
- Senior Tree Officer
- Nature Space Officer

6. Relevant Planning Policies and Considerations

6.1 Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

6.2 National Policy

National Planning Policy Framework (NPPF) (2021)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG) (2019)

6.3 North Northamptonshire Joint Core Strategy (JCS) (2016)

Policy 1 - Presumption in Favour of Sustainable Development
Policy 2 - Historic Environment
Policy 3 - Landscape Character
Policy 4 - Biodiversity and Geodiversity
Policy 5 - Water Environment, Resources and Flood Risk Management
Policy 6 - Development on Brownfield Land and Land Affected by Contamination
Policy 8 - North Northamptonshire Place Shaping Principles
Policy 9 - Sustainable Buildings and Allowable Solutions
Policy 11 - The Network of Urban and Rural Areas
Policy 28 - Housing Requirements and Strategic Opportunities
Policy 29 - Distribution of New homes
Policy 30 - Housing Mix and Tenure

6.4 Rural North, Oundle and Thrapston Plan (RNOTP) (2011)

Policy 2 - Windfall Development in Settlements

6.5 Emerging Local Plan Part 2 (LLP2) (2021)

EN1 - Spatial development strategy
EN3 - Settlement boundary criteria – freestanding villages
EN13 - Design of Buildings/ Extensions
EN14 - Designated Heritage Assets
EN15 - Non-Designated Heritage Assets

- 6.6 Other Relevant Documents
Northamptonshire County Council - Local Highway Authority Standing Advice for Local Planning Authorities (2016)
Northamptonshire County Council - Local Highway Authority Parking Standards (2016)
East Northamptonshire Council - Domestic Waste Storage and Collection Supplementary Planning Document (2012)
East Northamptonshire Council - Trees and Landscape Supplementary Planning Document (2013)

7. Evaluation

The key issues for consideration are:

- Principle of Development
- Design, Layout and Impact on the Historic Environment
- Highway Safety and Parking
- Residential Amenity
- Natural Environment

7.1 Principle of Development

- 7.1.1 The application site is located within the settlement of Collyweston, which is designated as a 'Village' where 'small scale' infill development is supported by Policy 11 of the JCS and Policy 1 of the RNOTP.
- 7.1.2 The proposed development would consist of converting one existing barn into a one-bedroom residential dwelling. This would take place on garden land associated with the host dwelling which is surrounded by residential development on 3 sides.
- 7.1.3 As such, the principle of residential development on the site is considered to be acceptable subject to compliance with the below policy considerations.

7.2 Design, Layout and Impact on the Historic Environment

- 7.2.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority to pay special regard to the desirability of preserving listed buildings and their setting. Section 72(1) of the same act imposes a requirement that special attention should be paid to the desirability that the character or appearance of the conservation area should be preserved or enhanced.
- 7.2.2 A number of Grade II listed buildings are located close to the site but given the intervening built form surrounding the site, the proposed development utilising the existing structure, it is not considered that the proposed development would cause harm to the settings of the listed buildings.
- 7.2.3 The Planning Inspector described within the previous appeal on this site (APP/G2815/W/20/3251780) that the special character of Collyweston Conservation Area is derived from its historic development and the interesting and varied street scene arising from the position of buildings in

relation to the highway network; the stone and stone slate materials used for many of the buildings; and the agricultural heritage arising from the number of farmsteads in and around the core of the village.

- 7.2.4 It is noted by the Planning Inspector that minor outbuildings, such as those on the application site, provide important evidence of how a farmstead evolved over time and should be retained if they contribute to the farmstead group whether or not they are prominent from the street.
- 7.2.5 The outbuildings and the setting of the application site therefore has historical and architectural heritage value that positively contributes to the local character and that of the conservation area.
- 7.2.6 The layout and design of the proposed development significantly differs from the previously refused appealed application 19/01299/FUL and that of the subsequent refused application NE/21/00450/FUL. In comparison to the most recent refusal:
- Number of proposed dwellings has been reduced from 3 to 1, with only one barn to be converted;
 - The completed unit would not have a roof space and would instead be a single storey (albeit with the same appearance as the roof height is retained) one-bedroom dwelling;
 - A single parking space would be provided for this dwelling;
 - The width of the access into the site would remain entirely unaltered, with no changes made to either the width, existing house annex, highway boundary facing wall or grass verge and public footpath.
- 7.2.7 The proposed design of the dwelling is considered to reflect the character of a traditional barn which it would convert. The design retains a majority of the existing fabric and introduces only a limited number of openings to enable its residential use. The proposed new materials, such as the timber windows and doors, are considered appropriate for the host dwelling and Conservation Area.
- 7.2.8 The original submission of the scheme included the partial demolition of part of the stone wall in front of the existing house annex, which would have been removed and partially rebuilt to enhance highways access.
- 7.2.9 As denoted by the Planning Inspector under the previous appeal on this site (APP/G2815/W/20/3251780) and the Principal Conservation Officer (under refused application NE/21/00450/FUL), the barn and the stone wall form part of the architectural and historical merits of the farmstead, which are of an important value to the historical environment and the local character. The partial loss of wall would have resulted in less than significant harm to the character of the historical features and a less than significant impact on the character of the Collyweston Conservation Area and the local character. Whilst the existing house annex would be retained in its entirety the partial loss would have been immediately evident when viewed from within the High Street that sits within the Conservation Area. The harm to the historic environment would have been considered to be on the lower end of less than substantial. The revised submission does not in any way alter the access, existing house annex or wall that jointly contribute to the special

character of the Conservation Area. Therefore, it is considered that the revised proposed development would be preserve the special character of the Conservation Area and not give rise to any harm to such.

7.2.10 Overall, it is considered that the proposed development would not harm the architectural and historical merits of the Conservation Area and that of the local character. The proposed design of the converted dwelling is considerate of its existing character and would not give rise to any harm to the special character of the Conservation Area. As such, the proposed development complies with Policy 2 and 8(d) of the JCS and Paragraph 202 of the NPPF.

7.3 Highway Safety and Parking

7.3.1 The proposed dwelling consisting of the converted barn would have one bedroom. Under the Northamptonshire County Council - Local Highway Authority Parking Standards (2016) a single parking space would be required, which is provided. No visitor parking is provided but considering the scale of the proposed development and on street parking that can be found on the High Street it is considered that the proposed development complies with current parking standards. It is also understood that no commercial agricultural movements would continue following the implementation of the proposed development.

7.3.2 At present, the rear of our property has agricultural use, including a pigsty structure. The applicant has submitted an informal assessment that the existing agricultural use is associated with 6 movements per day. They have expressed that they would agree to a condition that would forgo any future agricultural activity on the site as a condition of any planning permission.

7.3.3 Under Local Highways Authority standards, vehicular accesses serving two to five dwellings must have a minimum width of 4.5 metres for the first 10 metres from the highway boundary as opposed to 10 metres from the edge of carriageway. This enables two opposing vehicles to pass each other at the point of access. This in turn ensures that a vehicle entering a site does not stop and turn within the carriageway/footway to allow an emerging vehicle out. Where the access is bounded by structures (e.g. wall, fence, trees, embankment etc.) on one or both sides, the width of the access must be increased to 5.5 metres.

7.3.4 The aforementioned highways standards, including a width of 5.5 metres, were assessed as achieved within refused application NE/21/00450/FUL but incorrectly measured the 10 metres from the carriageway, not the highway boundary. The application considered under the appeal for application 19/01299/FUL (APP/G2815/W/20/3251780) only provided a width of 4.5 metres as was the standing advice of Highways at the time which has since evolved in respect to accesses bound by structures. At the time the Planning Inspectorate considered that "...part of the proposed access would be some 160mm - 230mm below the width sought for two cars to pass which would fail to take the opportunity for ensuring the area would function well."

7.3.5 The original submission included the partial demolition of the wall and did improve the width of the access to almost meet the prescribed standards. It

would however have resulted in less than significant harm to the special character of the Conservation Area, warranting refusal. The aforementioned appealed scheme sought the removal of not just the wall, but a large section of the existing house annexe. Whilst, this would have been nearly acceptable in terms of highways, it would have resulted in unacceptable harm to the historic environment. The revised submission does not propose any changes to the access, footpath or highways arrangement.

7.3.6 Of significance, however, is that the existing permitted use and associated agricultural movements, estimated and generally accepted to be an average of 6 movements per day, would be a considerably more intense use of the access than that which would arise from a single dwelling.

7.3.7 The application considered under the appeal for application 19/01299/FUL (APP/G2815/W/20/3251780) involved the creation of 3 new dwellings. The vehicular movements of such a scheme would have been greater than that which is currently proposed and likely similar to that which have the potential to exist at present from the use of the site for agricultural purposes. The dismissal of the appeal, partially on grounds of inadequate vehicular access, is not considered to have taken direct consideration of the potential for the 'betterment' of the access in terms of intensity of use. For clarity, it would not have been expected that the Planning Inspectorate would have considered such, as they are required to only consider the material presented within the planning application.

7.3.8 Therefore, the removal of agricultural use and access and subsequent replacement with that of a single dwelling is considered to be a significant 'betterment' of the access even in the absence of any changes made to the width, visibility or arrangement. Were more dwellings proposed, or were they proposed in the future, the access would be considered against the highways standards described earlier in this section of the report. This overall conclusion, that a betterment of the access is achieved in this instance, is not considered to be in conflict with that of the conclusion reached by the Planning Inspectorate by virtue of the differing circumstances that were considered by them at the time.

7.3.9 In summary, the proposed site access does not meet current Local Highway Authority standards for the minimum width of shared access that is bounded by structures of 5.5 metres for the entire 10 metres from the highways edge. However, it does propose the ceasing of agricultural use of the site and its associated access, and would replace it with a considerably less intense use of that of a single dwelling, resulting in a betterment of the site access. It is therefore considered to not cause adverse harm to highway users and the highway network and therefore is considered to comply with Policy 8(b) of the JCS.

7.4 **Residential Amenity**

7.4.1 In terms of the impact on neighbour amenity, the proposed development would have no significant impact on the amenity of the dwelling at 9 High Street as there are no substantial works proposed on the part of the site that adjoins this property. The barn would feature no windows that face onto

other properties and it would be a single storey in height and is not therefore deemed to impact any other property.

7.4.2 The proposed dwelling would provide adequate internal and external amenity space in line with National Space Standards and Policy 30 of the JCS.

7.4.3 Overall, it is considered that the proposed development would not cause any adverse harm to the residential amenity of any neighbouring property and thus is compliant with Policy 8(e) of the JCS.

7.5 **Natural Environment**

7.5.1 The Applicant has submitted an ecological report to which the Principal Ecological Officer is satisfied that neither a licence nor mitigation is required. The proposed development includes wall access to the roof space for bat roosting. This would achieve a net biodiversity enhancement and as such, the proposed development is not considered to have a negative impact on the natural environment and therefore is considered to comply with Policy 4 of the JCS.

8. **Other Matters**

8.1 Waste: Refuse bin would be collected from the kerbside of High Street similar to the other residential dwelling and therefore is considered to be acceptable.

8.2 Flood Risk and Drainage: The application site is in Flood Zone 1, which means it has a low probability of flooding. In terms of drainage, there should therefore be no additional surface water run-off impacts. The proposal is therefore considered acceptable and complies with Policy 5 of the North Northamptonshire Joint Core Strategy 2016.

8.3 Ecology and Trees: As the proposal seeks the conversion of an existing building it is not considered that the development would give rise to any impacts in terms of Trees. The Council Ecology Officer has confirmed the Preliminary Roost Assessment is acceptable and that no licence or mitigation regarding protected species is required.

8.4 Archaeology: The proposal is for the conversion of an existing building and the external changes are minimal, with known previous ground disturbance. No concerns are therefore raised in respect to archaeology.

8.5 Equality Act 2010: It is not considered that the proposal raises any concerns in relation to the Equality Act (2010).

8.6 No neighbour comments were received.

9. Conclusion / Planning Balance

- 9.1 The principle of development is acceptable by virtue of the site's location within the settlement boundary. The proposed dwelling is considered to be of a suitable design in both appearance and potential impacts on neighbouring properties.
- 9.2 The original submission included the partial loss of the historical and architectural fabric of the front stone wall which would have given rise to less than significant harm to the character of the historical features and the character of the conservation area and would have resulted in an unacceptable harm to such. The subsequent retention of the existing access and therefore unaltered character of such results in a proposed development that would not harm the special character of the Conservation Area.
- 9.3 The proposed development would not result in a highways arrangement in line with that suggested by the Local Highways Authority. However, the existing agricultural access and use would be ceased and replaced with a single dwelling. This would result in a clear and definite betterment of the access such that refusal on highways grounds would not be considered reasonable.
- 9.4 The proposed development would result in modest social, environmental and economic benefits during construction, but this is considered minor owing to the singular dwelling that is to be provided.
- 9.4 Overall, it is considered that the proposed development would demonstrate a betterment of the existing access and would comply with local and national policies and therefore it is recommended that planning permission is granted.

10. Recommendation

- 10.1 That planning permission be GRANTED with conditions.

11. Conditions

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

Reason: To ensure compliance with Section 91 of the Town and Country Planning Act 1990 (as amended)

2. The development hereby permitted shall be carried out in accordance with the Application Form dated 10th May 2022 and the following approved plans

Received 18/05/2022

Location Plan - Dwg. No. 1372_A_01000

Proposed Ground Floor Plot 2 Barn Conversion – Dwg. No. 1372_A_2101

Rev P1

Proposed Elevations for Barn Conversion – Dwg. No. 1372_A_8103 Rev C

Received 02/02/2023

Proposed Site Layout and Alterations for Barn Conversion – Dwg. No. 1372_a_81001 Rev A

Reason: In the interests of clarity.

3. The development hereby permitted shall be carried out in accordance with the materials shown on the approved plans and as detailed on the submitted application form. The materials shall be retained in the agreed manner in perpetuity.

Reason: In the interests of visual amenity and to protect the setting and special character of the conservation area.

4. Notwithstanding the submitted details, no gates shall be erected at the main access point serving the development.

Reason: In the interests of highway safety.

5. No demolition or construction work (including deliveries to or from the site) shall take place on the site outside the hours of 0800 and 1800 Mondays to Fridays and 0800 and 1300 on Saturdays, and at no times on Sundays, Bank Holidays or Public Holidays unless otherwise agreed with the local planning authority.

Reason: To ensure the protection of the local amenity throughout construction works

6. There shall be no burning of any material during construction or site preparation works.

Reason: To minimise the threat of pollution and disturbance to local amenity.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order or Statutory Instrument revoking and re-enacting that Order), planning permission shall be required for the following development or alterations within the identified red line area only as indicated on the Site Location Plan.

a) The erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas or raised decks (as detailed in Schedule 2, Part 1 Classes A and E);

b) The erection of any extensions, porches or alterations to the roof (as detailed in Schedule 2 Part 1 Classes A, B, C and D).

Reason: To ensure that the Local Planning Authority retains control over the future development, in the interests of its visual integrity and impact upon the character and appearance of the countryside.

8. Prior to occupation of the dwelling hereby permitted, any and all agricultural vehicular movements shall cease making use of the existing or proposed access.

Reason: To avoid conflict of access use.