

## FMPC – Neighbourhood Plan Monitoring Group

Date	02/05/23
Application Details	<b>P/PAAC/2023/00853</b> St Andrews Farm Barn, Woodbridge Lane, Bedchester Change of use and conversion of 3 No. agricultural buildings to 3 No. dwellings (Class C3)
Planning Working Group Members	JK, LSW
Recommendation to Parish Council	<b>OBJECT</b> to this application

Policies	Application details	Policy Compliance
<b>Policy FM1.</b> Local Green Spaces p11		
<b>Policy FM2.</b> Local Wildlife Corridors and Protected Species p13		
<b>Policy FM3.</b> Important Views p14	The site is on a relatively high point in its immediate setting and can be seen from Fontmell Down and Melbury.	<b>Possibly Conflicts</b>
<b>Policy FM4.</b> The setting of the AONB p15	.	
<b>Policy FM5.</b> Local Landscape Features p18	The site is on a promontory above the C52 road and is in a prominent and visible location. The ground falls away to the North and East so that the main aspect of several properties is towards the site.	<b>Possibly Conflicts</b>
<b>Policy FM6.</b> Dark Skies p19	The openings have the potential to cast light over a considerable distance to the North and East.	<b>Possibly Conflicts</b> See notes below
<b>Policy FM7.</b> The Conservation Area and Locally Important Features p22	The proposal is within the setting of Little Lindens and St Andrews Farm East which are listed buildings.	<b>Possibly Conflicts</b> See notes below
<b>Policy FM8.</b> Development layout p25	The parking allocations are totally inadequate for the number of bedrooms, and therefore potential occupants. There is insufficient turning area or visitor parking and parking on neighbouring access could result.	<b>Conflicts</b>
<b>Policy FM9.</b> Building design p28	The design constitutes over-development of the site.	<b>Conflicts</b> See notes below
<b>Policy FM10.</b> Creating safer roads and pedestrian routes p31	The development will cause a significant increase in traffic along a narrow lane.	<b>Conflicts</b> See notes below
<b>Policy FM11.</b> Sustainable drainage p35	The overdevelopment, and potential occupancy of all 12 bedrooms could lead to a substantial increase in the demand for water and sewerage services, which could contribute to offsite flooding.	<b>Possibly Conflicts</b>
<b>Policy FM12.</b> Development impacting on the sewage treatment works p36		
<b>Policy FM13.</b> Important community facilities p38		
<b>Policy FM14.</b> Social Infrastructure p41		
<b>Policy FM15.</b> Facilitating home working p43		

<b>Policy FM16.</b> Housing Types p48	A 5-bed and 4-bed property is out with this policy. There is no demonstrable need for larger properties.	<b>Conflicts</b> See notes below
<b>Policy FM17.</b> Spatial strategy for new development p50	The two existing barns are situated close together and it is considered that this proximity would lead to a lack of private amenity space. The 4 & 5 bedroomed properties constitute overdevelopment.	<b>Conflicts</b>
<b>Policy FM18.</b> Settlement boundary p52	The site lies outside the Fontmell Magna Settlement Boundary and is in open countryside. There is no demonstrated need for properties in this location for a rural exception site for those unable to afford open-market homes to rent or buy. There is no essential need demonstrated for five bedroomed properties in this location.	<b>Conflicts</b>
<b>Is the Applicant known to members of the Group?</b>	No	

### Compliance Notes:

The Parish Council strongly **OBJECTS** to this application.

A development of three dwellings on this limited rural site, accessed through a narrow lane, in our view constitutes inappropriate over-development.

The barns themselves are not capable of conversion under Prior Approval regulations. The Dutch Barn is not a building capable of conversion. It is an agricultural structure or field shelter for storage of fodder or machinery. All parts would require replacement. Suitable alternative development would consist of outbuildings, garden buildings or garages.

The smaller range of barns for Unit 1 is suited to a small 3-bed property. However, the layout may be more successful if only this barn is developed, and the area of the Dutch Barn is given over to amenity space and car parking.

### FM6 - Dark Skies

The openings have the potential to cast light over a considerable distance to the North and East, see attached photographs showing the potential for light spillage. If the council is minded to approve any development, we request a condition that external lighting is limited to wall washers, flood lighting is prevented, and all windows openings are limited in size.

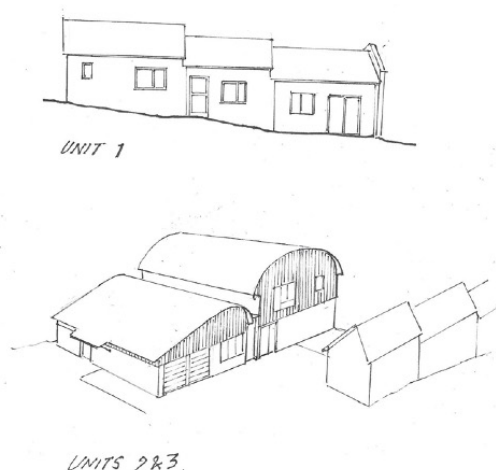
### Policy FM7 - The Conservation Area and Locally Important Features

The proposal is within the setting of Little Lindens and St Andrews Farm East which are listed buildings. The proximity to these listed heritage assets will cause harm to them. The potential for a modern design would be a departure from the coherent nature of the existing building styles.

### Policy FM9 - Building Design

The proposal to build a 3-bed dwelling, plus a 4-bed and a 5-bed as semi-detached dwellings, is contrary to Policy FM9 of the Fontmell Magna Neighbourhood Plan which states that “new construction and alterations to buildings should respect the local rural character of the area in terms of scale.....”. Please refer to the full policy below.

There are several aspects of the building design which are questionable. There is a need to reduce



the apparent mass of Units 2 & 3 which, to an extent, can be partially achieved by means of articulation as suggested in the sketch. The level of the vertical cladding should be raised to coincide with the head of the double garage door. The proposal for Unit 1 is devoid of any attempt to improve the design. The roof should be stepped down in increments as shown on my sketch proposal. Doing this would at least avoid the unfortunate relationship between the window heads and the eaves. It would also help to break up the monotony of the existing roof. The Surveyors drawing of Units 2 & 3 the annotation refers to '*corrugated metal roof and cladding*'. What does this mean - Aluminium, zinc, or galvanised steel? There is also no indication of rainwater disposal (gutters, rwp's). The elevations appear to show that the vertical cladding is flush with the rendered walls beneath; that can't be correct. It surely would need to be proud of the render face. Overall this attempt to emulate a rural building would fail.

#### **Policy FM10 - Creating Safer Roads and Pedestrian Routes**

In relation to transport, the site is accessed via a rural lane, Woodbridge Lane, which is single track and lacks passing places. The traffic analysis provided by the applicant is based on out-of-date data on movements, as we understand from neighbours the farm has not been a working farm for nearly 50 years. The site is currently accessed by only 1 or 2 vehicles, so with the proposed parking provision for 9 vehicles on the site it follows there will be a significant increase in traffic volume using the lane, particularly if the properties are going to be used for holiday lets. The number of additional cars using this lane would result in erosion of the verges, as has happened in Mill Street. This leads to potholes on the softer land adjacent to the highway, which will lead to crumbling of the highway surface at the edges due to lack of support. This has been demonstrated on Mill Street and West Street. Thus, the proposed development is contrary to Policy FM10 which includes the clause "Development will not be permitted where an existing narrow access is not suitable for increased use". Please refer to the full policy below.

#### **Policy FM16 – Housing Types**

Building a new 4-bed and a 5-bed home on this site within one envelope is excessive and contrary to Policy FM16 which advocates that ".....new open market housing should predominantly be of 1, 2 and 3 bedroom properties.....". It is highly questionable whether the parish needs more 4- and 5-bed homes to meet its housing needs. Please refer to the full policy below.

For these reasons the Parish Council strongly **OBJECTS** to the planning application P/PAAC/2022/05529 St Andrew's Farm Barn, Woodbridge Lane.

## St Andrews Farm Barns – Views from the North





## **Fontmell Magna Neighbourhood Plan – relevant policies**

### **Policy FM6. Dark Skies**

Development should be designed to conserve and enhance the intrinsic quality of the dark night skies. Lighting which is proposed to be installed should meet or exceed the level of protection appropriate to environmental zone 1 (as defined by the Institute of Lighting Professionals).

### **Policy FM7. The Conservation Area and Locally Important Features**

Within the Conservation Area, the Fontmell Magna Conservation Area Appraisal, supplemented by more detailed investigation as may be appropriate to understand the impact of development on the heritage assets, will be used to determine whether any new development will enhance, protect, or is likely to cause harm to the Conservation Area. Layouts and building designs must be designed to have due regard to neighbouring buildings, their setting, and the built and natural environment as described in the Conservation Area Appraisal.

### **Policy FM9. Building design**

New construction and alterations to buildings should respect the local rural character of the area in terms of scale, form, materials and layout, with an appropriate level of detailing to add interest and reinforce local character. Materials and detailing should have regard to the vernacular features described in the preamble to this policy, including those described in Table 3.

Roof-mounted photovoltaic panels should be frameless to reduce their visual impact and may not be appropriate where they would be clearly visible and detrimental in the context of Listed Buildings, the Conservation Area or from the AONB.

### **Policy FM16. Housing Types**

Where affordable housing is provided in line with Local Plan policies, this should consist of 60% 1 and 2 bedroom homes and 40% 3+ bedroom homes and be allocated to households with a local connection to the Parish, before cascading to those with a local connection to the adjoining parishes, and then to the rest of North Dorset.

New open market housing should predominantly be of 1, 2 and some 3 bedroom properties, and be suitable for young working individuals and families (and capable of adaptation and extension so that residents can adapt their housing to suit their future needs without having to relocate) or suitable for older residents wishing to downsize.

Any changes to this housing mix (set out above) should accord with identified local needs, as evidenced in the housing needs assessment produced to support this plan (and any subsequent updates), and any more recent information specific to the local area from the affordable housing register and other relevant data sources.

### **Policy FM10. Creating safer roads and pedestrian routes**

Pedestrian routes must be safeguarded. Proposals should contribute to the safety and attractiveness of the pedestrian routes, so that more people walk rather than drive locally.

In addition to safeguarding the important pedestrian routes, the design of new development will be required to create footpath and cycle connections to access West Street in order to provide a connection to the school, the shop, the village hall and playground, the surgery and public amenity woodland.

Where possible, developments will be required to enable onward vehicular and pedestrian / cycle links with adjoining sites, in order to create permeable layouts that provide for a safe environment for pedestrians and cyclists and allow traffic flows to be safely distributed.

Development should ensure suitable connections for safe walking or cycling access to local facilities, with any new paths and connections designed in a manner in keeping with the rural character of the area. Developments will be required to enable onward vehicular and pedestrian links with adjoining sites where such routes would contribute towards a more permeable layout that encourages walking and cycling and allows traffic flows to be better managed. The onward routes from the development should be made safe for the anticipated increase in vehicular and pedestrian traffic and designed so as to avoid creating potential rat-running problems.

Development should not be located where it would lead to a level of on-street parking or traffic that would adversely impact on the safe use or crossing of local roads. Development will not be permitted where an existing narrow access is not suitable for increased use.

The design of any road improvement scheme should be consistent with the Rural Roads Protocol set out in 4.8.