

**P/14/1227/FP**

MR J HAMBLIN

**PORTCHESTER WEST**

AGENT: GILES WHEELER-  
BENNETT LTD C/O MISS R SALT

CHANGE OF USE OF PART OF THE EXISTING AGRICULTURAL BUILDING TO USE  
CLASS B1 (LIGHT INDUSTRIAL)

WINNHAM FARM DOWNEND ROAD FAREHAM HANTS PO16 8PX

***Report By***

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***Site Description***

The site is, for the purposes of planning policy, within the defined countryside. The site is on rising land from the south up to the north. The application site is accessed from the farm access drive off Downend Road to the west. The building itself is within a cluster of farm buildings, some still in use and others are redundant in terms of the modern agricultural requirements of the farm.

***Description of Proposal***

The application seeks full planning permission for a change of use of two thirds of an existing building from agriculture to a B1(c) 'Light Industry' use. The application provides an area for car parking to the rear (west) of the building in an area of existing hard standing and where some farm machinery is currently stored. There are no proposed alterations to the building.

The applicant has not specified an end user for the building and there are no B1(c) operations already being undertaken within the building.

***Policies***

The following guidance and policies apply to this application:  
National Planning Policy Framework (NPPF)

***Relevant Planning History***

The following planning history is relevant:

<b><u>P/12/0426/FP</u></b>	<b>RETENTION OF LEAN-TO EXTENSION TO EXISTING AGRICULTURAL BUILDING AND FORMATION OF EARTH BUNDS</b>
	APPROVE 12/07/2012
<b><u>P/12/0214/PA</u></b>	<b>ERECTION OF AN AGRICULTURAL BUILDING</b>
	APPROVE 22/03/2012
<b><u>P/07/0932/FP</u></b>	<b>RETENTION OF ACCESS ROAD WITH IMPROVEMENT WORKS AT DOWN END ROAD</b>
	PERMISSION 02/10/2007
<b><u>P/06/0971/FP</u></b>	<b>Retention of Temporary Access Road</b>
	TEMP 15/09/2006 PERMISSION
<b><u>P/02/0415/FP</u></b>	<b>Retention of New Farm Workshop For The Repair/Maintenance of</b>

## **Agricultural Vehicles & Machinery & Other Vehicles**

PERMISSION 08/08/2002

### ***Representations***

Three letters from the Portchester Civic Society, 1 and 4 The Pines raising OBJECTION:

- Contrary to CS14 which states that this agricultural building should only be used for agriculture, horticulture or forestry use.
- By allowing this building to be used for light industry it sets a precedent for other buildings on this farm to be changed to industrial units.
- We are informed that the applicant is already using the building for industrial use, building fibre glass boats with no planning consent.
- How foul sewage is to be disposed of? We are lead to believe there are no toilet facilities or washing facilities on site. This is not acceptable or practical for an industrial unit.
- We are concerned that this construction may include asbestos materials and that the building is not fit for purpose as a working environment.
- The applicant states that traffic movements will only be the cars of the workers but if this application is allowed it will involve regular heavier traffic to support the business use over what is just a farm track
- There will also be a consequence for wildlife, owls etc.
- We must protect our green space for the people of Fareham and one our farm land is gone it is gone forever.

### ***Consultations***

None

### ***Planning Considerations - Key Issues***

- The principle for development,
- The appropriateness of the use
- Amenity
- Parking
- Other matters

#### **THE PRINCIPLE:**

Paragraph 28 of the NPPF seeks to promote growth in the rural economy by facilitating the development and diversification of agricultural and other land-based rural businesses. Policy CS14 of the Core Strategy reflects this by seeking to restrict new 'built' development by facilitating the conversion of existing buildings. The supporting text (para 5.146) to the policy also suggests that the re-use of buildings through farm diversification is acceptable. The principle of the change of use is therefore acceptable subject to the assessment of the other material considerations.

It is also worthy of note that there are now provisions within the General Permitted Development Order, specifically Class M, which facilitates the ability to convert agricultural buildings to a variety of other flexible uses.

#### **THE APPROPRIATENESS OF THE USE:**

The proposed use is a B1c) use which is described in the Use Classes Order as "light industry". As a sub category of the B1 use class the primary test for a B1 use is that it should be capable of being carried out in a residential area without demonstrable harm to neighbouring amenity.

In this case a B1c) use would be an acceptable use for the building given the distance from the nearest neighbouring dwellings and the proposed use class. Whilst there is some commentary in the representations that the end user is a boat builder that would be working with fibreglass hulls and undertaking boat construction the applicant's agent has confirmed that this is not the case. There is no actual end user given the absence of a planning permission however the applicant has had interest expressed from a small business engaged in boat building by hand. The agent has confirmed that "...the boats are small, the fibre glass hulls are brought to the site pre-formed and the user of the building would be using just hand tools to assemble the boat (eg..put the motor on the back, add the seat and a steering wheel".

Should the user develop into fibreglass hull production or using heavy machinery then this is likely to be a general industry use (use class B2) and would not be in compliance with any B1c) planning permission should it be granted.

It is also noted that the proposed use would not require any alterations to the building itself and as such the agricultural character of the farm and the appearance of the building would not be harmful in the wider rural landscape.

#### AMENITY:

The nearest residents are in excess of 40m away to the west and the south. The southern neighbours are also on the other side of the railway line. This is considered to be adequate given the very nature of the use and the tests for a B1 use.

#### PARKING:

The parking provision is to the west of the building. The parking area is visible along the farm access drive and would be visible from the rear of the dwellings due south of the site. These dwellings, however, are on lower ground and the other side of the railway line which is well landscaped on its embankments. As such the location of the parking is not considered to be harmful.

The non-residential parking standards set out in the Borough Local Plan Review require one space per 45sq.m. The floor area of the building for conversion is 129.6sqm resulting in a need for 2.88, or three parking spaces. There is adequate space provided for the parking of three vehicles.

Access is to be taken from the Downend Road farm access. Given that this junction is appropriate for the farm traffic associated with the wider farm site, it is considered to be acceptable for the proposed use also.

#### OTHER MATTERS:

Third party comments have referred to the potential for asbestos to be in the existing building and the lack of toilet facilities.

On the first point, as is described above that there are no external alterations proposed to the building.

On the second point, the applicant's agent has confirmed that the user of the building would have access to the existing onsite farm facilities.

#### CONCLUSION:

The proposal provides an opportunity for farm diversification and the re-use of an old and

redundant former agricultural building. The re-use of this building is supported by both the development plan and the NPPF. The proposal is not considered to have a harmful impact upon the amenity of neighbouring properties or the visual amenity of the area.

***Recommendation***

PERMISSION subject to conditions:

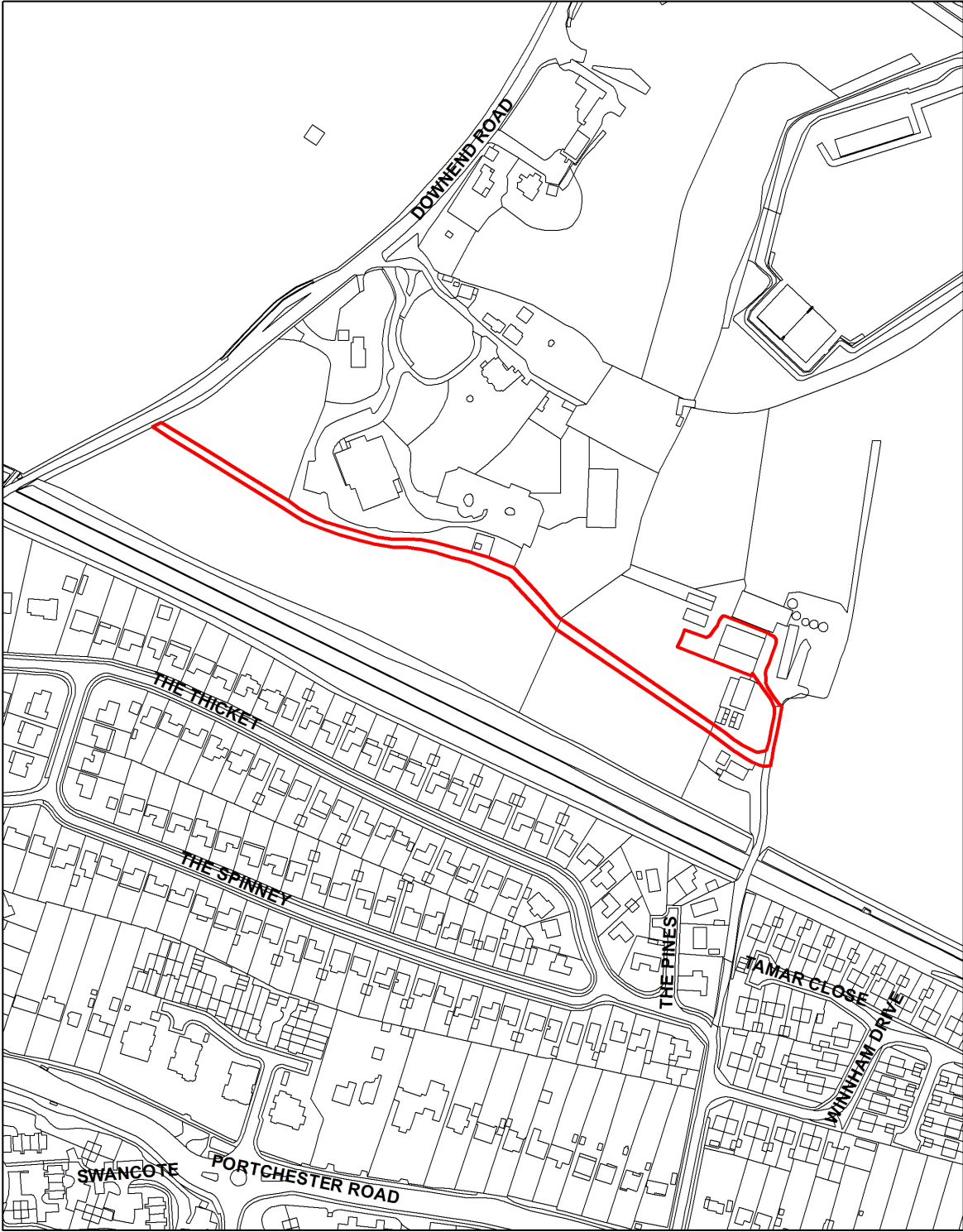
Commence in three years, in accordance with approved plans, use for B1(c) only.

***Background Papers***

see "relevant planning history" section above

# FAREHAM

BOROUGH COUNCIL



Winnham Farm  
Downend Road  
Scale 1: 3,000



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