

Buildings at 2 Waterside, Dolly Lane, Buxworth, High Peak SK23 7QG

## **Proposed Change of Use of Redundant Farm Buildings to Residential**

### **PLANNING STATEMENT**

#### **Present situation**

The group of buildings known as Waterside are located in the Green Belt to the west of Dolly Lane in Buxworth along a private track.

Waterside Cottage (probably the original farmhouse) and numbers 3-7 are in good condition, are all habited, and form an attractive group apart from the buildings that are the subject of this pre-application consultation.

The No.2 Waterside buildings are late seventeenth century/early eighteenth century stone, redundant farm buildings. They are L-shaped with a two storey height barn which is effectively the end of the continuation of the adjacent building, and a one and a half storey wing at right angles to the barn.



North west corner



Cross wall inside 1.5 storey leg



Inside two storey barn

The two storey barn has some bowing in the external walls (refer to Structural Report by WML Consulting) and has been re-roofed in the last few years. The building has evidence of an intermediate floor and was probably a hay barn; it has been used recently for material storage.

The wing is derelict and the roof has largely collapsed (refer to Structural Report by WML consulting). It is impossible to gain entry to the southern end as it is completely overgrown.

There is evidence of bats in the two storey barn, but they appear to be roosting in the roof space over No.3. (Please refer to the Preliminary Bat Survey by Mike Gavaghan Wildlife Consultant.)

## Proposals

The owner would like to find a sustainable use for the redundant farm buildings. A commercial use is not viable due to the unsuitability of the track access and traffic generation on to Dolly Lane.

It is proposed to convert the buildings into a two bedroom cottage; there would be no extension and only three new window openings. Please refer to drawing 1140.03

There is plenty of space available for car parking. Refer to Site Layout drawing 1140.Sk.01 which shows the land in the ownership of the applicant.

Drawing 1140.Sk.04 shows the visibility splay available at the junction with Dolly Lane.

## Conclusion

The proposal accords with the High Peak Saved Local Plan Policies, maintains the openness of the Green Belt and does not compromise the Green belt purpose. A refurbishment and change of use to residential is viable, sustainable and would complete and enhance the Waterside rural settlement.

The recent pre-application consultation highlighted the need to address concerns over the amount of re-building works required and to improve the access issues with Derbyshire Highways in order for the application to be supported.

Discussions have been ongoing with Jeremy Toone at High Peak Building Control and with Nigel Garside at WML Consulting regarding the structure of the existing building. The existing structure will require some work, particularly the one and a half storey wing, to enable the successful conversion of the building. The client intends to maintain as much of the existing structure as possible and it will be essential to retain the services of WML Consulting to provide a full structural survey and report, as well as detailed method statements for the contractor, prior to the commencement of any works on site.

We have also discussed the access problems with Sue Murdoch at Derbyshire Highways in order to find a satisfactory solution to the concerns highlighted in the pre-application consultation letter. It was agreed that the existing passing places on the access road were adequate and that works to lower an existing stone wall and trim some overhanging planting, would represent a satisfactory improvement to enable Derbyshire Highways to support an application. Please see email below:

*Mr Hubble*

***Proposed conversion of vacant/disused building to dwelling – 2 Waterside, off Dolly Lane, Buxworth TP 48506***

*I refer to our site meeting and telephone conversations regarding the above matter and I apologise for the delay.*

*The building is accessed via a private track and whilst it is unclear whether the building has ever been a dwelling it is considered that there is an element of commensurate usage. However the private access track to it and the junction of that access with Dolly Lane is substandard.*

*On the basis of perceived vehicle speeds of 25mph in this situation (narrow rural lane with little developed frontage) this Authority recommends exit visibility sightlines of 2.4m x 42m (absolute minimum).*

*In order to achieve these sightlines from the access third party land is required. I understand that you have been in contact with the neighbouring landowners and have secured a lowering of the wall and removal of lower tree branches in the non-critical direction and trimming of conifers in the critical direction. These improvements will need to be secured in perpetuity by means of a legally binding agreement to prevent future obstruction.*

*The above improvements would be acceptable given that they would also improve the situation for other users of the lane.*

*The 5m width is recommended when there is a shared access as it allows 2 vehicles to pass and reduces the likelihood of a vehicle having to reverse out into Dolly Lane or sudden stopping manoeuvres within Dolly Lane because there is a vehicle exiting the track. It is unlikely that this would be sustainable at appeal if it were the sole reason for highway objection.*

*However, passing places are strongly recommended and without these drivers would be forced to perform overlong reversing manoeuvres within the track which does carry a Public Right of Way leading to unacceptable conflict. I note that you were able to demonstrate a number of places where vehicles could pass which whilst not inter-visible would be acceptable.*

*I note that there would be a suitable level of parking and that turning for service/delivery vehicles is available. The approved refuse collection agreement and bin storage location is noted.*

*This Authority does not comment on planning issues.*

*In conclusion subject to any formal planning application addressing the above issues this Authority is unlikely to recommend a refusal.*

*Sue Murdoch  
Highways Development Control*

With this extra information we feel that we have satisfactorily addressed the problems highlighted in the pre-application consultation letter and proved the viability of the conversion.