

APPLICATION NO: 24/00087/FUL **CASE OFFICER:** Andrew Hunt

WARD: Halewood North **PARISH:** Tarbock
Parish Council

LOCATION: Barn Hey Farm, Netherley Road, Tarbock Green, Knowsley, L35 1QG

PROPOSAL: USE OF LAND FOR STORAGE OF UP TO 20 CARAVANS

Site Description

The application site is a small part of the wider farm site covered with a mixture of hardstanding and grass and surrounded by tree planting. There are currently caravans on site and the site has been used for caravans for decades. The application site is to the south and west of several buildings and other caravans to the north. The site is to the south of the B5178 (Netherley Road). To the east of the site across Netherley Road is another Caravan Park.

Proposal

The proposal is for the use of land for storage of up to 20 caravans.

Consultations

Highways - Highways have no objections to the proposed development. The site has been operating as a caravan storage facility for many years without reported incident. A single injury accident was recorded in the vicinity of the site within the last 5 years, and this was unrelated to the activities at this site.

Representations

This application has been publicised by letters sent to 16 neighbours. No representations have been received.

Planning History

A previous application was approved for up to 40 Caravans at the site. This was approved with a condition with a limit of 10 caravans for the southern part of the two halves of the development (the current site area).

94/00348/APP | RETENTION OF 30 No CARAVANS AND STORAGE OF A
FURTHER 10 No. CARAVANS (40 IN TOTAL) | A Humphries And Son Ltd Barn Hey
Farm Netherley Road Tarbock Green Knowsley L35 1QG

Another application was approved for the retention of 25 caravans at Dye House Farm to the east of the site.

96/00361/APP | RETENTION OF USE OF LAND FOR THE STORAGE OF 25 CARAVANS | Cats Holiday Home (Dye House Farm) Netherley Road Tarbock Green Knowsley L35 1QF

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles
CS5 - Green Belt
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

N/A

Article 35 Statement

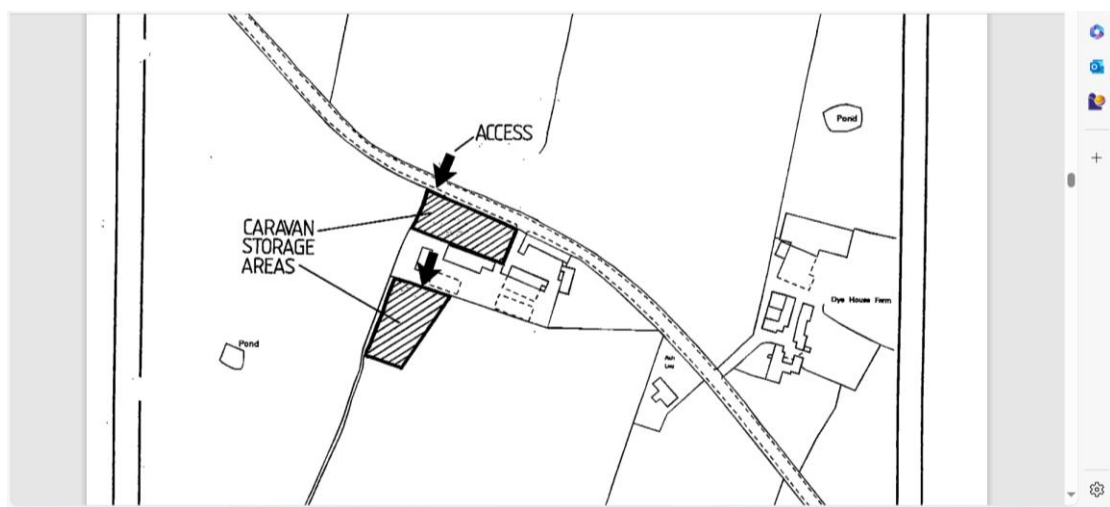
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and

subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

1994 Planning Permission

Planning Permission was granted in 1994 for the stationing of up to 40 Caravans (94/00348/APP). Condition 2 of this permission restricted the maximum number of caravans that could be stored at the southern site to no more than 10.



(Site Plan from the application 94/00348/APP)

2. The number of caravans stored on the site shall not exceed 40 at any one time, of which not more than 10 shall be stored in the southernmost of the two sites hatched in blue on the approved plan.

Reason: For the avoidance of doubt, and in the interests of amenity, having regard to the size of the site and its location within the Green Belt.

Principle of Development

Policy

NPPF para 88 states that Planning policies and decisions should enable:

b) the development and diversification of agricultural and other land-based rural businesses;

NPPF para 149 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt.

NPPF Para 154 states that A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt subject to certain exceptions.

NPPF Para 155 states that Certain other forms of development are also not

inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.

NPPF Para 152 states that Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

NPPF Para 153 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations

Planning Practice Guidance (PPG) (Reference ID: 64-001-20190722) states a judgement based on the circumstances of the case is required. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- o Openness is capable of having both spatial and visual aspects – in order words, the visual impact of the proposal may be relevant, as could its volume;
- o The duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- o The degree of activity likely to be generated, such as traffic generation.

Assessment

The current proposal does not meet any of the exceptions in NPPF para 154 and 155 and therefore is considered inappropriate development in the Green Belt

The proposed development is harmful to the Green Belt because it is inappropriate development, but it would not cause harm to any of the purposes of including land in the Green Belt which are set out below:

- Checking the unrestricted sprawl of large built up areas;
- Prevent neighbouring towns from merging into one another;
- Assist in safeguarding the countryside from encroachment;
- Preserve the setting and special character of historic towns; and
- To assist in urban regeneration by encouraging the recycling of derelict urban land.

With regard to the impact on the openness of the Green Belt officers believe that the proposed development would not cause material harm and the reasoning for this is set out below.

The current proposal differs from the 1994 application in that 20 caravans are proposed to be located on the southern part of the site rather than 10. Aerial Imagery shows that there are currently 15 caravans stationed at the southern part of the site. It is understood that these have been stationed there for a considerable amount of time and this is a relevant material consideration.



(Aerial Image – Source: Google Maps accessed 28/3/24).

Whilst the number of caravans would be increase, there would be no encroachment onto greenfield land and the existing hardstanding area would merely be used more efficiently with less spacing between vehicles. There would only be 5 more vehicles than are at the site at present and 10 more than the original permission. The built footprint and spread of the development would not expand and the layout would merely make more efficient use of existing land. When combined with the existing tree screening around this area and the site's location away from Netherley Road, there would not be a material impact on the openness of the Green Belt either from spatial or visual impact. Overall, it is considered that the increase in caravans without increasing the site area taken up, will not result in material harm to the Green Belt.

Whilst the development would be inappropriate development in the Green Belt, the absence of any material harm to the openness of the Green Belt combined with the benefits of making more efficient use of site and supporting the development and diversification of the farming business means that very special circumstances exist for the proposal.

Therefore, the extension is acceptable in principle and consistent with Core Strategy Policy CS5 and the NPPF.

Street Scene

The extension would not be readily visible from the street scene as it set back significantly from the main road. Overall, there would be no harm to the street scene from the proposal.

Neighbour Amenity

Due to the absence of nearby residential dwellings, there would be no impact on residential amenity.

Trees

The development will not affect trees or involve the loss. All caravans will be parked within the existing hardstanding area.

Highway Safety

NPPF para 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The site has an existing use as a caravan which has been operating without significant highway issues. Therefore, there will be no harm to highway safety. This is supported by the views of the highway authority who have no objection.

Conclusion

The proposal would be inappropriate development, however very special circumstances have been demonstrated, which outweigh the limited harm to the Green Belt. In relation to the Street scene, Neighbour amenity, trees and highway safety. The application complies with local planning policies and is recommended for approval.

Recommendation

That planning permission be granted subject to the following conditions.

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of 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 following approved plans and documents :-
 - a. (Proposed Site Plan (1:500) received 04/03/24).
 - b. Location Plan (received 20/02/24).
 - c. Cover Letter (received 20/02/24).

Reason: For the avoidance of doubt.

- 3) No more than 20 Caravans shall be stationed within the site area identified in (Proposed site plan (1:500) received 04/03/24).

Reason: In order to prevent excessive numbers of caravans being parked on site.

Signed Case Officer¹:

Andrew Hunt

**Signed Authorising
Officer²:**

K Foster

Date:

10 April 2024

Informatives

N/A

1 I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

2 I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed