

## #7A

### The Proposal

The proposal is for the conversion of an existing disused single-storey cart hovel into one residential dwelling under Class Q (Part 3, Schedule 2 of the General Permitted Development Order (GPDO) 2015 (as amended) as prior approval.

The building is located within an established agricultural unit and was last used for agricultural purposes as a cart hovel. The structure is of permanent and substantial construction, capable of conversion without significant structural works. The proposed works include the installation of windows and doors, internal layout modifications, and upgrading of the roof and external walls, where reasonably necessary, to ensure the building is suitable for residential use.

The site lies approximately 55 metres from a Grade II listed farmhouse, though it is not physically attached nor does it form part of the curtilage of the listed building. The cart hovel is visually and functionally separate, and the proposed development will not affect the setting or historic significance of the listed asset.

Access to the proposed dwelling will be via an existing double lane farm track, with shared access rights accordingly. Utilities (electricity, water, drainage) will be connected through shared systems, with appropriate sub-metering in place to ensure independent supply and billing.

The siting of the building is in a rural location, but not in an isolated or impractical position, as it benefits from established access and proximity to other farm buildings and infrastructure. The building is not located within any designated area such as a Conservation Area, AONB, SSSI, or National Park.

The proposal complies with all the conditions and limitations of Class Q permitted development rights. It represents a suitable and sustainable conversion that will preserve the rural character of the building while delivering new residential accommodation. Prior Approval is therefore respectfully requested.

## #7B

### Adequate natural light

The proposed dwelling has been designed to ensure that all habitable rooms will receive adequate natural light, in line with the requirements of Class Q (paragraph Q.2(1)(f)) of the GPDO.

The building benefits from a linear layout, allowing direct access to external walls along both long elevations. The primary habitable spaces — including the open-plan living/kitchen/dining area and both bedrooms — are all served by multiple full-height glazed doors and/or windows on external elevations.

Specifically:

- The **open-plan living area** (west end) has large glazed double doors and two additional windows, ensuring cross-light and daylight penetration.
- Both **bedrooms** have glazed doors or windows that provide direct natural light.

The size, placement, and number of glazed openings ensure that daylight will be evenly distributed throughout the internal spaces. No habitable rooms are reliant on borrowed light or internal-only openings. Bathrooms and utility areas are appropriately located and may rely on mechanical or borrowed ventilation/light where necessary, which is permitted for non-habitable spaces.

As such, the proposal satisfies the requirement for adequate natural light to all habitable rooms as defined under the relevant prior approval criteria.

## #7E

### **Transport & Highways Impacts**

Access to the proposed dwelling will be via an existing double-lane farm track that connects directly to the public highway. This track is already in regular use for agricultural & commercial vehicles, including tractors and delivery vehicles, which generate a greater level of wear and movement than a single residential dwelling. The proposed change of use will therefore represent a reduction in intensity of heavy vehicle use compared with the established lawful agricultural use.

The access point to the public highway benefits from good visibility in both directions and is of sufficient width to accommodate standard domestic vehicles. The internal tracks provide adequate space for vehicles to pass and turn, ensuring safe and convenient ingress and egress.

Parking and turning space for at least two cars will be accommodated within the site, in accordance with local parking standards, enabling vehicles to enter and leave the site in a forward gear.

It is not anticipated that the development will result in any material increase in traffic volumes or highway safety concerns. Indeed, the replacement of partial agricultural & commercial traffic with domestic car use is likely to reduce potential conflict with other road users.

Where necessary, minor improvements such as surface upgrades to the track and clear definition of directions can be provided to ensure the long-term suitability of the access routes & shared functionality with the agricultural needs. These measures will mitigate any potential impact and ensure compliance with Class Q criteria.

## #7F

### **Noise Impacts**

The proposed dwelling is located within an established agricultural unit but will occupy a building that is no longer required for farm operations. The immediate surroundings are predominantly rural, with noise sources limited to:

- Occasional agricultural activity associated with nearby fields and farm buildings.
- Low levels of passing traffic on local roads.
- Natural rural background sources such as wildlife.

Compared with the lawful use of the cart hovel for agriculture — which could involve the storage of machinery or livestock, both of which are potential generators of higher and more irregular noise levels — the proposed residential use represents a reduction in on-site noise generation.

### **Mitigation Measures**

To further ensure a high standard of residential amenity, the following measures are proposed:

- Upgraded building envelope: The conversion works include replacement roof coverings and upgrading of external walls, which will provide a robust acoustic barrier compared to the current open-sided/cart shed structure.
- Double-glazed windows and insulated doors: Modern fenestration will significantly reduce potential ingress of external noise.
- Internal layout design: Habitable rooms will be positioned to maximise distance and screening from any potential noise sources, with non-habitable spaces (bathrooms, utility) acting as additional buffers where possible.
- Landscape screening: The proposal will seek the opportunity for supplementary planting & hedgerows that will further dampen external sound.

Given the rural setting, limited noise sources, and proposed design improvements, it is considered that the development will provide acceptable living conditions for future residents, in line with Class Q requirements.

## #7G

### Contamination Risks

The application site is located within an established agricultural unit and the building has historically been used as a cart hovel. Its use was limited to equipment and vehicle shelter and does not indicate intensive livestock housing, chemical storage, or hazardous operations. As such, the likelihood of significant land contamination is considered low.

### Potential Sources of Contamination

- **Agricultural residues:** Possible use of fuels, oils, or lubricants from machinery stored in or near the building.
- **Surface run-off:** Localised accumulation of agricultural materials (e.g. fertiliser or pesticides) in surrounding soils.
- **Building materials:** Asbestos-containing materials may be present in roof sheeting or wall cladding, typical of older agricultural structures.
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### Mitigation Measures

To ensure the site is suitable for residential occupation, the following steps will be undertaken:

1. **Phase 1 Desk Study** – A desktop contamination assessment and site walkover will be carried out to confirm the site's historic use and assess potential sources, pathways, and receptors.
2. **Targeted Investigation (if required)** – Should the desk study identify any potential risks; a limited intrusive investigation and soil sampling will be commissioned.
3. **Safe Construction Practices** – During conversion, any asbestos-containing materials will be identified and removed by a licensed contractor in accordance with HSE regulations.
4. **Remediation (if necessary)** – If any localised fuel or chemical residues are discovered, these will be remediated through removal of affected soils and safe disposal, ensuring the site is safe for residential use.
5. **Validation** – A final report will confirm that the site is free from unacceptable risks to human health or the environment.

### Conclusion

Based on the historic use and current condition of the cart hovel, contamination risks are expected to be minimal. Through the staged approach outlined above, any potential risks can be fully addressed, ensuring the site is suitable for residential conversion in accordance with Class Q requirements.