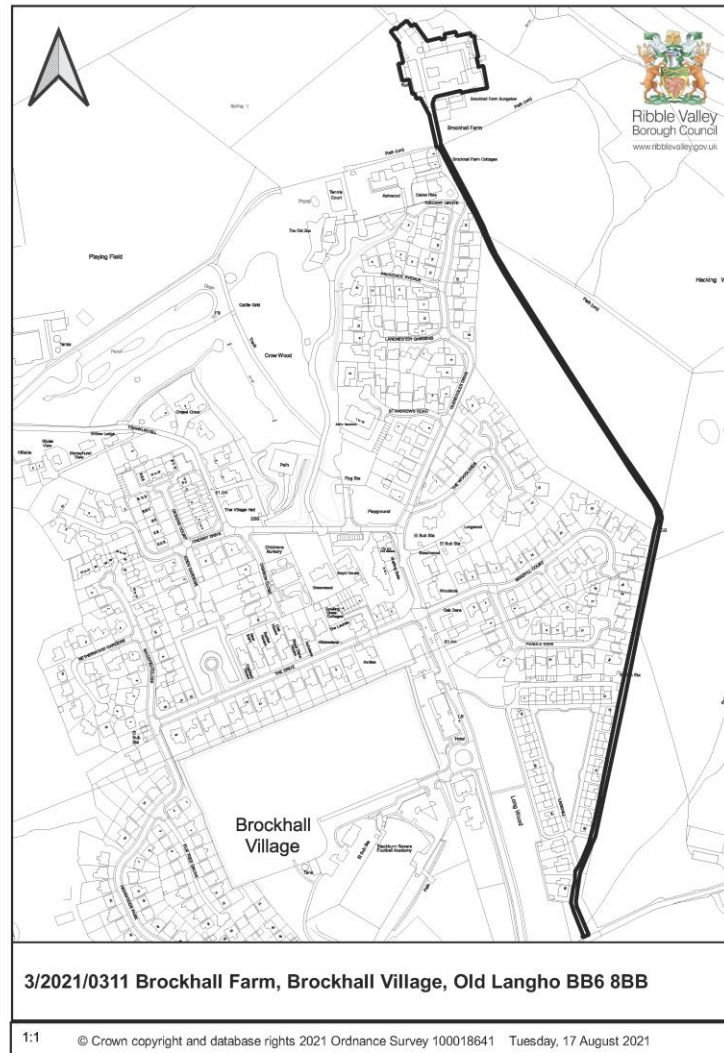


APPLICATION REF: 3/2020/0311

GRID REF: SD 370302 437120

DEVELOPMENT DESCRIPTION:

PROPOSAL TO DEMOLISH AND CONVERT A NUMBER OF AGRICULTURAL BUILDINGS INTO 8 RESIDENTIAL PROPERTIES, CONSTRUCT A NUMBER OF GARAGES FOR THE USE OF THE RESIDENTS, AND RE-DEVELOP THE SURROUNDING LANDSCAPING TO INCORPORATE PARKING, LANDSCAPING AND AMENITY SPACES FOR EACH PROPERTY (RESUBMISSION OF 3/2020/0180) AT BROCKHALL FARM BROCKHALL VILLAGE OLD LANGHO BB6 8BB



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

PARISH COUNCIL:

Following consultation with members of the parish council, the following objections and concerns have been reached.

- The access road is very narrow and will not be helped by parking;

- Concerns mainly with the access to and from site. We note that an effort has been made for passing places on their land, however once passed the cattle grid there is no place a car can pass until it is on Old Langho Road, a good distance on a private unadopted road, shared with the farmer and Larkhill Maintenance Ltd which floods at the bottom end of Larkhill cottages in bad weather;
- The state of this road is poor due to slippage into the field by wagons. We note in the application it states there is a 20mph-speed limit. The speed limit on that road is 30mph;
- This access to the site should be deemed unsuitable. Another access through Gleneagles Drive, that was blocked off in the past, would have been better suited. The applicant has not consulted Larkhill Maintenance about using the private road for other than farm traffic which is minimal and the state of the road is not really fit for current usage. As children always play in this area on bikes and on foot it's disappointing no consideration of increasing traffic takes this into account;
- It is unclear on reading the plans whether a special refuse arrangement will need to be made or not – RVBC are currently reviewing refuse collection rounds and may be unhappy about taking lorries all the way up such a narrow road, so residents would need to make their own arrangements;
- The drainage report says that the brownfield run-off rate is 6.2 l/sec, which based on the site size of 0.6 hectares gives an extended rate by area of 10.3 l/sec/hectare. The report says that the development will aim to keep this flow-rate unchanged. It seems high on the basis that a normal rate would be expected to be around 5 l/sec/hectare and they are planning to put more buildings on the site than before and run the water into the river;
- There is not a serious sewage treatment plant at the site currently – it is believed that the sewage from the existing two houses joins the main sewer that runs away from the river. It is requested that the Borough Council please alert United Utilities to the proposed sewage treatment plant before effluent is put in the river and ask them to look at the proposal carefully;
- The farm buildings are in an awful semi derelict state any proposal can only be an improvement on what is on view;
- Plans show a public footpath through Larkhill cottages but this is incorrect
- We also note comments about parking on the rear pavement on the road - this is due to families with children parking there as at the front all housing on Larkhill have to walk out directly onto the road from their gardens as the pavements are across the road.
- It seems that eight new houses are likely to generate four times as much periodic noise as the existing.

LCC ARCHAEOLOGY:

The June 2021 version has satisfactorily addressed all of the comments made by the Historic Environment Team in its previous advice to the Borough Council made in April 2021.

The main change between the original (January 2021) Assessment & Survey and the June 2021 version is that it demonstrates a better understanding of the regional significance of the site as a whole, as few model farms were constructed after 1900, and the use that many had as a means of providing institutional occupational therapy.

Of particular interest, however, is the significance of the 1920s concrete silo, its presence a reflection of the growing requirements for fodder production in the first half of the twentieth century when large-scale dairy farming took off at an industrial scale, as an early example of the use of concrete for such a structure, and as a rare survival of such a structure, which has now been more clearly acknowledged.

Consequently the Historic Environment Team would now advise that the Borough Council should, as the silo is a building that would undoubtedly make the grade for any local list of historic buildings, and one which might potentially also be of sufficient significance and rarity that it merits consideration for designation (i.e. as a listed building), more fully consider how it would be possible for any proposed development to more closely meet the requirements of Core Strategy Policies ENV5 and DME4.

Demolition of the silo should therefore only be considered acceptable if it can be satisfactorily demonstrated that preservation in situ, and this should not be taken to purely mean capable of development, is not possible due to construction/structural defects, that are definitively beyond repair, rather than simply in terms of the cost and how it might not fit into the current proposed layout. I would at this point draw your attention to the contents of NPPF paragraph 191 which are relevant in this matter.

As the Archaeological Desk-Based Assessment and Historic Building Survey points out (section 7.1.11), "no detailed structural assessment of the date or makeup of the concrete has been undertaken", and such a (detailed) assessment is now considered necessary before any informed decision can be reached. As the same paragraph goes on to point out, even if a building is deemed as being of sufficient significance to merit designation it does not necessarily mean that such a building cannot be demolished, but the Council should have sufficient information to be able to come to any decision they do make.

Consideration should also be given to the feasibility of other options, such as preservation off site, i.e. might it be possible for the building to be gifted to a suitable Museum, such as for example, the Museum of Historic Buildings at Avoncroft, or the like, as well as the need for any further recording.

ENVIRONMENT DIRECTORATE (COUNTY SURVEYOR):

With respect to this application we would not raise any objections to the application. There are however concerns regarding the access along the track to the rear of Larkhill including the lack of pedestrian facilities at the cattle grid to the rear of Bradyll Court. It is recommended that a pre commencement survey of the access should be undertaken by the applicant and presented to the Larkhill Residents Group with a view to repairing any damaged that could be attributed to the construction phase of the development. The residents group should be approached to take part in the survey, if the residents group do not wish to partake in the survey this should not be used as a reason not to undertake the survey. Whilst a swept path analysis has been undertaken for a refuse collection vehicle for the passing places, there is no indication as to if the rest of the land is to be farmed. It is advised that the passing places should be of sufficiently large enough to accommodate the passing of tractor with trailer and the refuse vehicle.

The existing cattle grid will require up grading to accommodate a suitable access for pedestrians. Due to the extensive nature of the application it is expected that a charging point for electric vehicles shall be included with-in the development to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states :- charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle.

LEAD LOCAL FLOOD AUTHORITY:

No comments.

ADDITIONAL REPRESENTATIONS:

A total of 31 objections have been received and raise the following concerns:

- The access road is a dirt track unsuitable for the proposed use;
- Drainage issues along track;
- Increased noise for existing residents that border the track caused by increase in traffic;
- No passing places along access track;
- Protected trees overhang the track;
- The length of track to the rear of Larkhill Cottages is a private track and is used by residents to park their cars.
- The farm has access for farm vehicles only and the applicant has no right to upgrade the track; maintenance costs for the track paid for by Larkhill Maintenance Company;
- The lane is used by walkers;
- Part of the proposed access road is a public right of way;
- Location is not sustainable for new housing;
- Existing track is unlit and vehicles using the track during hours of darkness would need to use their headlights causing a negative impact for nearby residents;
- The existing track is not suitable for heavy construction traffic;
- Track is unsealed so issues with noise and dust;
- Noise from traffic passing over cattle grid;
- Loss of privacy for occupants of Larkhill Cottages;
- Transport Statement incorrectly states 20mph speed limit – it is 30mph;
- Nearest bus stop is over 1.5km away;
- Would result in the loss of agricultural building/land;
- No provision for affordable housing.

1. Site Description and Surrounding Area

- 1.1 The application site comprises a cluster of farm buildings located approximately 60m to the north-east of the settlement of Brockhall Village. It is understood that the site once operated as part of the Brockhall Hospital which originally occupied the wider site.
- 1.2 The site includes a number of existing structures associated with the agricultural enterprise which has gradually reduced in recent years. The application site has its own separate access from Old Langho Road. For its considerable length the access track is surfaced with gravel and is a width to accommodate a single vehicle. The applicant's own the farm along with approximately 100 acres of grazing land and woodland which is bound by the River Ribble to the north and the east. A number of footpaths pass through the applicant's lane, connecting to the farm lane to the north and south of the complex.
- 1.3 The buildings to be converted have a courtyard formation to the rear of Brockhall Farm House and Brockhall Bungalow, the residential properties of the farmer (and applicant) and his daughter's family. The main farm buildings are finished in red brick. There are also a number of peripheral and dilapidated structures around the main block. The main building is a quadrangle formation comprising two large barns and central courtyard which is used as a cattle shed, milking parlour and hay and food store. Two garages and a piggery are also built in red brick. To the north of the courtyard arrangement is a silo, farrowing pen and dutch barn and to the west is a long blockwork structure. It is noted

that the concrete silo has been identified as a rare example and is of some historic interest.

2. **Proposed Development for which consent is sought**

- 2.1 The application seeks full planning permission for the conversion of existing agricultural buildings to create eight dwellings with associated access, parking, landscaping and demolition of ancillary outbuildings. The proposed dwellings would be provided within the fabric of the existing red brick barns which are now considered redundant for agricultural purposes given they are no longer suitable for modern farming.
- 2.2 The existing site access from Old Langho Road would be used and passing places would be provided at points along the track to enable two-way traffic flows. Parking would be created for each unit with three existing outbuildings re-used for garaging and bike storage. The scheme also includes the provision of new new-build four car garages.
- 2.3 The design of the main building, which would contain all the residential units proposed, would incorporate individual private courtyards for each property. These would be provided within the existing inner courtyard and there would also be a requirement to create a second courtyard by demolishing part of the barn structure. Each courtyard would have high brick boundary walls to maintain privacy. To the front of the properties would be modest garden areas with outward views.
- 2.4 The proposals would make use of existing openings but it is also proposed to create new window, door and roof light openings. Large barn door openings and other door openings have been replaced with large glazing features. The proposed dwellings would comprise three 3-bed, two 4-bed, two 5-bed and one 6-bed properties arranged over one and two floors.

3. **Relevant Planning History**

3/2020/0180 – Proposed conversion of existing barn complex to create eight dwellings, with associated demolition and creation of new curtilages, parking areas and garages. To include the formation of new parking and turning areas and the erection of garages for the existing dwellings on site. Withdrawn.

4. **Relevant Policies**

Ribble Valley Core Strategy:

Key Statement DS1 – Development Strategy

Key Statement DS2 – Sustainable Development

Key Statement EN2 – Landscape

Key Statement EN4 - Biodiversity and Geodiversity

Key Statement H1 – Housing Provision

Policy DMG1 – General Considerations

Policy DMG2 – Strategic Considerations

Policy DMG3 – Transport and Mobility

Policy DME1 – Protecting Trees and Woodland

Policy DME3 – Site and Species Protection and Conservation

Policy DME4 – Protecting Heritage Assets

Policy DMH3 – Dwellings in the Open Countryside and the AONB

Policy DMH4 – The Conversion of Barns and Other Buildings to Dwellings
Policy DMB5 – Footpaths and Bridleways

National Planning Policy Framework
National Planning Policy Guidance

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 Core Strategy Policy DMH3 generally seeks to limit housing development within areas defined as open countryside or AONB to:

1. *Development essential for the purposes of agriculture or residential development which meets an identified local need.*
2. *The appropriate conversion of buildings to dwellings.*
3. *The rebuilding or replacement of existing buildings.*

5.1.2 The proposal is to convert an existing farm building to eight dwellings. The conversion of traditional farm buildings to dwellings is one of the exceptions set out in Policy DMH3. Policy DMH4 provides further policy direction in respect of residential conversion of former agricultural buildings and establishes a number of considerations in the determination of such schemes.

5.1.3 Being part of a farmstead group, the building would not be isolated in the landscape and the submitted 'Structural Assessment' confirms that the main building is 'viable for development' and that the main external walls are structurally sound.

5.1.4 On this basis the scheme is broadly compliant with Policy DMH4. The building has a genuine history of use for agriculture and from the information submitted the building is a non-designated heritage asset and thus is worthy of retention. The main considerations therefore are the landscape impacts and effect of any scheme of conversion on the character and appearance of the building, and its historic significance.

5.2 **Impact Upon Non-Designated Heritage Asset**

5.2.1 Due to the non-designated heritage asset status of the building, there is a requirement to provide sufficient information with any formal application so that the Local Planning Authority can understand the potential impact of the proposal on the asset's significance. Paragraph 197 of the NPPF states that, 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'. Key Statement EN5 and Policy DME4 of the Core Strategy are also of relevance.

5.2.2 The adjacent former Brockhall Hospital was built in 1904 as an Inebriate Women's Reformatory, later becoming a hospital for people with learning disabilities. Brockhall Farm was redeveloped as an associated model farm to be

operated by its interneers. The application is supported by an Archaeological Desk-Based Assessment and Historic Building Survey which states that Brockhall Farm was built to a planned design, incorporating technical innovations including the provision of covered yards to house cattle and large-scale fodder storage and preparation facilities. The heart of the model farm is its central range, which incorporates two covered shippens and an enclosed courtyard with accommodation for pigs. The two storey northern range operated as a hay barn with a root store and mixing house, leading to a long feed passage from which all the animal accommodation could be accessed.

- 5.2.3 Additional ancillary structures to the north, west and east of the central range include a concrete Silo and prefabricated Dutch Barns and piggeries, reflecting the farm's expansion in the first half of the twentieth century.
- 5.2.4 Following contraction of the mental hospital estate, Brockhall Farm was bought in 1974 by the father of its present owner. The Historic Building Survey has confirmed that several of the buildings internal to the Central Range have been modernised, damaging the original layout: a new dairy has been inserted in the north-western corner of the Central Range, and walls (including that of the feeding passage) have been partly or wholly demolished to allow tractor access to the shippens. The Dutch Barns and prefabricated sheds have been dismantled and/or are in a ruinous state.
- 5.2.5 The Historic Building Survey states that despite the condition of some elements of the farm and changes made to reflect the requirements of modern dairying, Brockhall Farm is regionally significant. The recommendations section of the report comments that, *'the elevations of the central range as proposed will remain largely extant and will retain most of their key architectural elements, with existing (and some previously blocked) apertures retained. Attention should be paid to the use of traditional materials within the visible build and the appropriateness and visual impact of hard landscaping/parking/domestic facilities surrounding the Central Range'*.
- 5.2.6 In terms of the site layout, there are a number of changes when compared with the previously withdrawn scheme. The derelict farm structures to the north of the main building (with the exception of the concrete silo) would be removed, as would the large shed to the west. In terms of additional built form, two new garage buildings are proposed. These would reflect the character, appearance and materials of the main building. External parking areas within the site are proposed on an eco-grid with landscape screening. Generally, the parking arrangements proposed at the site do not raise any fundamental concerns and have been designed to reduce the prominence of domestic parking requirements.
- 5.2.7 In terms of the elevational alterations, the proposal seeks to utilise existing openings and any original openings which have been bricked up would be re-opened. When compared with the previously withdrawn scheme the number of new window and door openings has been reduced. The number of rooflight openings has also been reduced during the application process with a total of 16 rooflights removed.
- 5.2.8 Large barn door openings would be fitting with large feature glazing and existing external features such as circular vents and roof vents would be retained. The

existing concrete window cills to some openings would be replaced with stone cills. The majority of openings are contained on the external elevations and due to the buildings deep plan form the design incorporates two central courtyards. The first is an existing courtyard which would be divided to provide private external courtyards for properties 1, 2 and 8. The second courtyard area of a similar size would be created by removing a section of the existing roof covering to serve the other properties. The steel frame of the building would remain in place over the proposed new courtyard. Each courtyard has been designed with high brick dividing walls, with a central tree and additional planting within each courtyard to screen and maintain privacy for each resident.

- 5.2.9 It is considered that the proposed conversion scheme would ensure the long-term retention of the farm buildings at Brockhall Farm whilst maintaining the inherent character and significance of the model farm. This would include the retention of the concrete silo which has been identified for its significance and rarity in accordance with the County Archaeologist's recommendation.

5.3 Effects Upon the Landscape/Visual Amenity

5.3.1 The proposed development would result in the removal of a number of unsightly ancillary buildings around the farmstead periphery. The proposal would incorporate modest landscape planting to effectively screen open parking areas whilst effort has been made to re-utilise existing buildings for vehicle parking where possible.

5.3.2 The site is well-contained with the central range dominating views of the farmstead. Given the scheme would retain this element retaining most of its key architectural elements it is not considered that the proposals would result in any adverse visual harm to the surrounding area.

5.4 Impact upon Residential Amenity:

5.4.1 The proposed courtyard arrangement would provide private amenity space for future occupants in addition to modest garden areas to the front. The courtyard arrangement does result in some shortcomings in terms of outlook when compared with the requirements placed upon new building dwellings. However, when dealing with the conversion of former agricultural buildings some leniency is generally applied as future residents would be mindful of the buildings inherent agricultural character and the desire to protect this by limiting changes to the fabric of the building.

5.4.2 The courtyards would provide an enclosed private space and would be a useful source of light to habitable rooms.

5.5 Highway Safety:

5.5.1 The application site is served by an existing track from Old Langho Road, via Larkhill. The proposed development would not result in any impact on the wider transport network. Within the site, parking and manouvring areas would be provided for each unit with dedicated spaces and garages. The main consideration is the suitability of the existing access track from Larkhill to serve the proposed development.

- 5.5.2 It should be noted that parts of the access track are not in the applicant's ownership. The section of track behind Larkhill Cottages (11-25) measuring around 200m metres long is owned and maintained by Larkhill Maintenance Co. Ltd. This is a single width track with a footpath which bounds the rear gardens of Larkhill Cottages and is regularly used for parking by the residents due to insufficient parking on Larkhill. This leads to a further 170 metres section of rough gravel track owned by Brockhall Village Ltd. Whilst the applicant considers that they have a right of access over this land they would not be able to make any improvements to these sections of track.
- 5.5.3 Beyond this the track is within the ownership of the applicant and the proposals include the provision of three passing places. According to the submitted Transport Statement the peak two way trip rate for the development would be six per hour.
- 5.5.4 The majority of objection letters received relate to concerns regarding the suitability of the access to serve the development and construction traffic. It is accepted that the access track which serves the site is narrow and not typical for a new housing development of eight properties however this is an application for conversion with the new dwellings accessed via the same route as the existing farmstead. The County Highways Officer has reviewed the proposals noting the limitations of the access and raised no objections. The Officer considers that the existing track is suitable to accommodate the resultant increase in vehicular movements.
- 5.5.5 The Highways Officer has recommended that a pre-commencement survey of the access should be undertaken by the applicant and presented to the Larkhill Residents Group with a view to repairing any damage that could be attributed to the construction phase of the development.
- 5.5.6 The highways officer has requested the provision of charging points for electric vehicles. Given the historic significance and character of the farm complex any such features should be provided only internally within garage buildings.

5.6 Ecology/Trees:

- 5.6.1 The application is supported by an Ecological Survey and Assessment. This identifies that the site is in close proximity to Brockhall Wood Biological Heritage Site and there would be a requirement for protective measures during the construction phase to avoid any impact on the woodland. Invasive plant species have been recorded at the site and there would be a requirement to control these species as part of the development.
- 5.6.2 Five day/feeding roosts have been detected within two of the buildings at the site. In the absence of mitigation, the conversion of these buildings would result in the disturbance and loss of these roosts. The development would also result in a risk of adverse effects on foraging and commuting bats.
- 5.6.3 The Ecological Survey and Assessment presents a bat mitigation strategy to demonstrate how the proposals can be achieved without harm to roosting bats, ensuring no net loss of roost opportunity at the site.

- 5.6.4 A nesting barn owl was also detected and, in the absence of mitigation, the conversion works would result in the permanent loss of a barn owl nest site. Mitigation and compensatory measures are outlined within the assessment report.
- 5.6.5 There would be a requirement for the development to be carried out under a Natural England European Protected Species Mitigation license.
- 5.6.6 A tree survey has been submitted with the application. Attention is drawn to one particular group of trees (group G7 which lists 52 Limes, 18 Cherries and one Oak), which is located on neighbouring land adjacent to the farm access road, as protected by the Brockhall Hospital TPO no. 3 (1988). Concerns have been raised in relation to the impact of the development on this group of trees due to increase usage of the access road that would result from the proposals.
- 5.6.7 It is stated by the applicant that the existing access roadway was used daily by heavy goods vehicles delivering bulk animal feed and collecting milk and also by large tractors and machinery, including high sided silage trailers, as part of the farming operations. At present refuse collection vehicles access the lower section of the access route serving Larkhill and Larkhill Cottages, passing below the canopies of the trees located along this part of the access route.
- 5.6.8 Nonetheless, as aforementioned, the canopies of a number of trees that are located on various areas of neighbouring privately owned land partially overhang the southern section of the access route and whilst not essential it would be prudent for the long term protection of the trees under consideration, regardless of the development proposals, to undertake pruning works to raise their canopies where they hang directly over the access roadway. However, as the trees are located on third party land it would be essential to notify the relevant tree owners of the proposals prior to any pruning works being undertaken.
- 5.6.9 All other trees within influencing distance of the development site would be adequately protected and work undertaken in accordance with Specialist Working and Construction Methods as detailed within the tree survey.

5.7 Flood Risk and Drainage:

- 5.7.1 Foul water from the existing site is treated by a septic tank that lies on the eastern side of the site. Surface water is discharged unrestricted into the River Ribble via a watercourse of the eastern side of the site. The rate and volume of surface water discharge from the development site would be restricted to pre-development levels as far as practicable. Foul water would be managed by new foul water drainage. The existing septic tank would be made redundant and replaced with a sewage treatment plant.

5.8 Other Considerations:

- 5.8.1 Concerns have been raised in relation to increased levels of noise and disturbance arising from intensified usage of the access track which passes directly to the rear of 11-25 Larkhill Cottages. According to the submitted Transport Statement trip rates for the development would peak at six per hour.

- 5.8.2 The rear gardens of 11-25 Larkhill Cottages are short (circa 6m). However, it must be acknowledged that the track to the rear of these properties is already used by the occupants of these dwellings to park their vehicles. The track has been used historically in association with farming operations at Brockhall Farm. However, it is acknowledged that the farm complex is now outdated and is no longer suitable for modern farming.
- 5.8.3 The Council Environmental Health Officer (EHO) has been consulted and considers that due to the close proximity of the proposed development and its access road to sensitive (residential) premises, there are concerns that it may have the potential to cause nuisance from noise, dust and vibration to the occupiers of those premises. The access road is a particular area of concern due to its proximity to residential premises, its construction and its current low level of use; there is a likelihood of nuisance complaints from residents relating to noise/vibration from large HGVs/construction vehicles and due to dust that may be raised by these vehicles in dry weather. As such, the EHO recommends that the applicant should be required to submit an Environmental Management Plan that includes measures to mitigate the impacts of the construction activity (both on the construction site and on the access road) in relation to noise and air quality. This Plan will also include full details of vehicular access to the site during the construction period given the limitations of the access track and the proximity to the neighbouring properties.
- 5.8.4 Regarding highway safety, a section of track is also a public right of way and there are concerns regarding the increase in vehicle movements and any impact on pedestrian safety. Due to the nature of the track any traffic would be travelling at low speeds. The County Highways Officer has raised no concerns relating to pedestrian safety and there is no record of previous safety issues.
- 5.8.5 Further concerns have been raised regarding a loss of privacy in the rear gardens of 11-25 Larkhill Cottages arising from passing vehicles, light pollution from vehicle headlights during the hours of darkness and additional noise arising from traffic passing over an existing cattle grid. However, taking into account the scale of the development it is not considered that these matters would result in undue harm to warrant refusal of the planning application.

6. **Conclusion**

- 6.1 In summary, the proposed development would ensure the sympathetic conversion of the historic farm buildings at Brockhall Farm to eight residential properties in accordance with Core Strategy Key Statement EN5 and policies DME4, DMH3 and DMH4.
- 6.2 Regarding the proposed access arrangements, it is acknowledged that the development will result in vehicles accessing the site along a relatively long, narrow length of track however the County Highways Officer has raised no concerns relating to the suitability of the existing access to accommodate the traffic that would be generated by the proposals. The access arrangements are balanced against the fact that the proposed development will bring a non-designated heritage asset back into use.

RECOMMENDATION: That the application be APPROVED subject to the following conditions:

CONDITIONS

Time limit, plans and details

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

REASON: In order that the Local Planning Authority shall retain effective control of the development and to ensure the continued structural integrity of the buildings.

2. All the external works of the development hereby permitted shall be completed before the expiration of five years from the date of this permission.

REASON: In order that the Local Planning Authority retains effective control over the development and to ensure that there is no significant deterioration in the condition of the buildings.

3. The permission shall relate to the development as shown on drawing no:

01 Location Plan
02 Existing Site Plan Roof Level
03 Existing Site Plan Ground Floor Level
04 Existing Floor Plans
05 Existing Elevations
06 Existing Courtyard Elevations
07B Proposed Site Plan Roof Level (amended 17.08.2021)
08B Proposed Site Plan Ground Floor Level (amended 17.08.2021)
09 Proposed Floor Plans
10A Proposed Ground Floor Plan
11A Proposed First Floor Plan
12 Proposed Elevations
13A Proposed Courtyard Elevations
14A Proposed Courtyard Elevations
15 Existing Out-buildings
16 Proposed Out-buildings
17 Proposed Garages
18B Landscape & Boundary Treatments (amended 17.08.2021)
19 Highways & Ownership

J1194 access fig 1
J1194 access fig 2
J1194 access fig 3 Rev A

REASON: For the avoidance of doubt and to ensure that the development is carried out in accordance with the submitted plans.

4. The existing buildings earmarked for demolition on the approved plans shall be demolished prior to the commencement of any building works being carried out on the buildings hereby approved for conversion. All resultant materials shall be removed from the site on completion of the development.

REASON: To safeguard the amenity of the locality.

5. Precise specifications or samples of all external surfaces of the development hereby permitted shall have been submitted to and approved by the Local Planning Authority before their use in the proposed development.

REASON: To ensure that the materials to be used are appropriate to the locality.

6. This permission shall relate to the proposed conversion in accordance with the Structural Assessment by Michael Holden submitted as part of the application and dated 18 December 2019. Any deviation from the survey may need to be the subject of a further planning application.

Prior to the commencement of development a schedule of works including a sequence of operations for the scheme of conversion in accordance with the findings of the Structural Assessment shall be submitted to and approved in writing by the Local Planning Authority.

REASON: Since the application is for the conversion of the building only.

7. Prior to the commencement of the development, full details of the alignment, height and appearance of all boundary treatment, including but not limited to fences, walls and gates to be erected shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to first occupation.

REASON: To ensure a satisfactory form of development in the interest of visual and residential amenities.

8. Prior to the commencement of the development, section details at a scale of not less than 1:20 of the proposed door framing and glazing shall have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality.

9. All new and replacement door and window surrounds shall be natural stone.

REASON: To ensure a satisfactory standard of appearance in the interests of visual amenity.

10. All new and replacement gutters shall be cast iron or aluminium supported on 'drive in' galvanised gutter brackets.

REASON: To ensure a satisfactory standard of appearance in the interests of visual amenity.

11. The proposed Velux roof lights shall be of the Conservation Type, recessed with a flush fitting.

REASON: In the interests of visual amenity in order to retain the character of the building.

12. Notwithstanding the provisions of Classes A to H of Part 1 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, the dwellings hereby permitted shall not be altered or extended, no new windows shall be inserted, and no buildings or structures shall be erected within the curtilage of the new dwellings unless planning permission has first been granted by the Local Planning Authority.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality and the amenities of nearby residents.

13. Notwithstanding the provisions of Class A Schedule 2 Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, no gates, walls, fences or other means of enclosure (except for those approved by this consent) shall be erected within the curtilage of the dwellings unless planning permission has first been granted by the Local Planning Authority.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality.

14. Notwithstanding the provisions of Classes A-I of Schedule 2 Part 14 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, no renewable energy sources shall be attached to the new dwellings or placed within the curtilage of the dwellings unless planning permission has first been granted by the Local Planning Authority.

REASON: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality.

15. Prior to first occupation of the dwellings hereby approved, details of the siting, construction and design of external refuse recycling/bin stores shall be submitted to, and approved in writing by, the Local Planning Authority. No part of the development shall be occupied until the agreed provision is completed and made available for use.

REASON: In order that the Council may be satisfied with the details of the proposal and to ensure that the materials to be used are appropriate to the locality.

16. No development, demolition or site preparation works shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological investigation and recording works. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the local planning authority. This should comprise the creation of a level 2/3 record of the farm buildings. It should be undertaken by an appropriately experienced and qualified professional contractor to the standards and guidance set out by the Chartered Institute for Archaeologists (CIfA).

REASON: To ensure and safeguard the recording and inspection of matters of archaeological/historical importance associated with the buildings/site.

Landscaping and Ecology

17. The development hereby permitted shall not be commenced until details of the landscaping of the site, including wherever possible the retention of existing trees, have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform.

REASON: To ensure a satisfactory form of development in the interest of visual and residential amenities.

18. No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted lighting contours (taking into account the recommendations of the Ecology Survey and Assessment dated Feb 2021), have been first submitted to, and approved in writing by, the Local Planning Authority. Any external lighting that is installed shall accord with the details so approved.

REASON: In the interests of the visual amenities of the area.

19. The development hereby approved shall be completed in strict accordance with section 5 of the Ecological Survey and Assessment by ERAP Ltd (updated February 2021) titled 'Mitigation Strategies, Recommendations and Ecological Enhancement'.

REASON: To ensure the protection of species/habitat protected by the Wildlife and Countryside Act 1981.

20. Notwithstanding the submitted details, no development, including any site preparation, demolition, scrub/hedgerow clearance or tree works/removal shall commence or be undertaken on site until a European Protected Species Mitigation Licence has been submitted to and obtained from Natural England. A copy of the licence obtained shall then be submitted to and agreed in writing by local planning authority in consultation with Natural England.

The actions, methods & timings included in the mitigation measures identified and the conditions of the Natural England Licence shall be fully implemented and adhered to throughout the lifetime of the development

REASON: To ensure the protection of species/habitat protected by the Wildlife and Countryside Act 1981 (as Amended) and in the interests of biodiversity and to enhance habitat opportunities for species of conservation concern/protected species and to minimise/mitigate the potential impacts upon protected species resultant from the development.

21. No development shall take place until details of the provisions to be made for building dependent species of conservation concern artificial bird nesting boxes and artificial bat roosting sites have been submitted, and approved by the local planning authority.

The details shall be submitted on a building dependent bird/bat species development site plan and include details of plot numbers and the numbers of per individual building/dwelling and type. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated. For the avoidance of doubt, the submitted details

shall include the provision of a dedicated 'Bat Owl Loft' as specified at paragraph 5.5.4 of the Ecological Survey and Assessment by ERAP Ltd.

The development shall be completed in accordance with the agreed details and the artificial bird/bat boxes shall be incorporated into those dwellings/buildings during the actual conversion works before the development is first brought into use and retained thereafter.

REASON: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and protected species.

22. The development hereby permitted shall be undertaken outside the nesting bird season [March - August inclusive] or, if works cannot be avoided during this period, a pre-commencement check should be carried out by a licenced ecologist to confirm their absence.

REASON: To protect nesting birds.

23. A temporary barn owl box shall be provided in accordance with the details shown on Figure 4 of the Ecological Survey and Assessment by ERAP Ltd at least 30 days before any part of the site used by Barn Owls is altered in anyway. This provision should not be subject to direct disturbance and shall remain in place until at least 30 days following completion of the development.

REASON: To secure the long-term protection of the species by maintaining continuity of occupation (by providing temporary additional roosting/nesting places on-site).

24. No part of the development shall be commenced until a non-native species removal and disposal method statement has been submitted and agreed in writing the local planning authority the details of which shall include details of the eradication and removal from the site all Japanese Knotweed and Indian Balsam. The development shall be carried out in accordance with the approved details.

REASON: To ensure that there is no risk of further spread of a non-native plant species and to ensure that there are no residue non-native plant species parts remaining.

25. Prior to commencement of any site works including delivery of building materials and excavations for foundations or services all trees to be retained within influencing distance of the site shall be protected in accordance with the BS5837:2012 [Trees in Relation to Demolition, Design & Construction].

The protection zone must cover the entire branch spread of the trees, [the area of the root soil environment from the trunk to the edge of the branch spread] and shall remain in place until all building work has been completed and all excess materials have been removed from site including soil/spoil and rubble.

During the building works no excavations or changes in ground levels shall take place and no building materials/spoil/soil/rubble shall be stored or redistributed within the protection/exclusion zone, in addition no impermeable surfacing shall be constructed within the protection zone.

No tree surgery or pruning shall be implemented without prior written consent, which will only be granted when the local authority is satisfied that it is necessary is in accordance with

BS3998 for tree work and carried out by an approved arboricultural contractor.

REASON: In order to ensure that any trees affected by development and considered to be of visual, historic or botanical value are afforded maximum physical protection from the potential adverse effects of development.

Drainage

26. No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

27. Foul and surface water shall be drained on separate systems.

REASON: To secure proper drainage and to manage the risk of flooding and pollution.

Residential Amenity

28. Prior to commencement of development an Environmental Management Plan that includes measures to mitigate the impacts of the construction activity (both on the construction site and on the access road) in relation to noise and air quality shall have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

REASON: In the interests of the general amenity of the area and to safeguard, where appropriate, neighbouring residential amenity.

Highway Safety and Parking

29. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

1. 24 Hour emergency contact number;

2. Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
3. Measures to protect vulnerable road users (pedestrians and cyclists);
4. Wheel washing facilities;
5. Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
6. Measures to control the emission of dust and dirt during construction;
7. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
8. Construction vehicle routing;
9. Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

REASON: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

30. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the un-adopted highway from Larkhill to the development site has been submitted to and approved in writing by the Local Planning Authority. This should also be presented to the Larkhill Residents Group. The survey must consist of:

1. A plan to a scale of 1:1000 showing the location of all defects identified.
2. A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the un-adopted highway has been made good to the satisfaction of the Highway Authority.

REASON: To ensure that any damage to the un-adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

31. The access road improvements shown on the approved plans shall have been fully completed prior to the first occupation of the development hereby permitted.

REASON: In the interests of highway safety.

32. Prior to commencement of development details of the provision of domestic internal (within garages) sockets for the charging of electric/hybrid vehicles shall have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details and the agreed charging points shall be installed and be made available for use prior to first occupation of the dwelling(s) upon which they are to be located/are intended to serve.

REASON: To ensure that the development provides adequate and appropriate sustainable transport options and in the interest of lowering emissions resultant from vehicular movements associated with the development.

33. The parking facilities shown on the plans hereby approved shall be surfaced or paved and made available in accordance with the approved plan and the car parking spaces and manoeuvring areas shall be completed prior to the occupation of any of the buildings; such parking facilities shall thereafter be permanently retained for that purpose (notwithstanding the Town and Country Planning (General Permitted Development) Order 2015).

REASON: In the interest of highway safety and to ensure adequate parking and turning space is available within the site.

34. The proposed garaging shall not be used for any purpose (including any purpose ordinarily incidental to the enjoyment of the dwelling house as such) which would preclude its use for the parking of a private motor vehicle.

REASON: In the interests of visual amenity and to facilitate adequate vehicle parking and/or turning facilities to serve the development.

BACKGROUND PAPERS

https://www.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2021%2F0311