

Ward Broadclyst

Reference 20/1436/FUL & 20/1437/LBC

Applicant Roberta Gillam

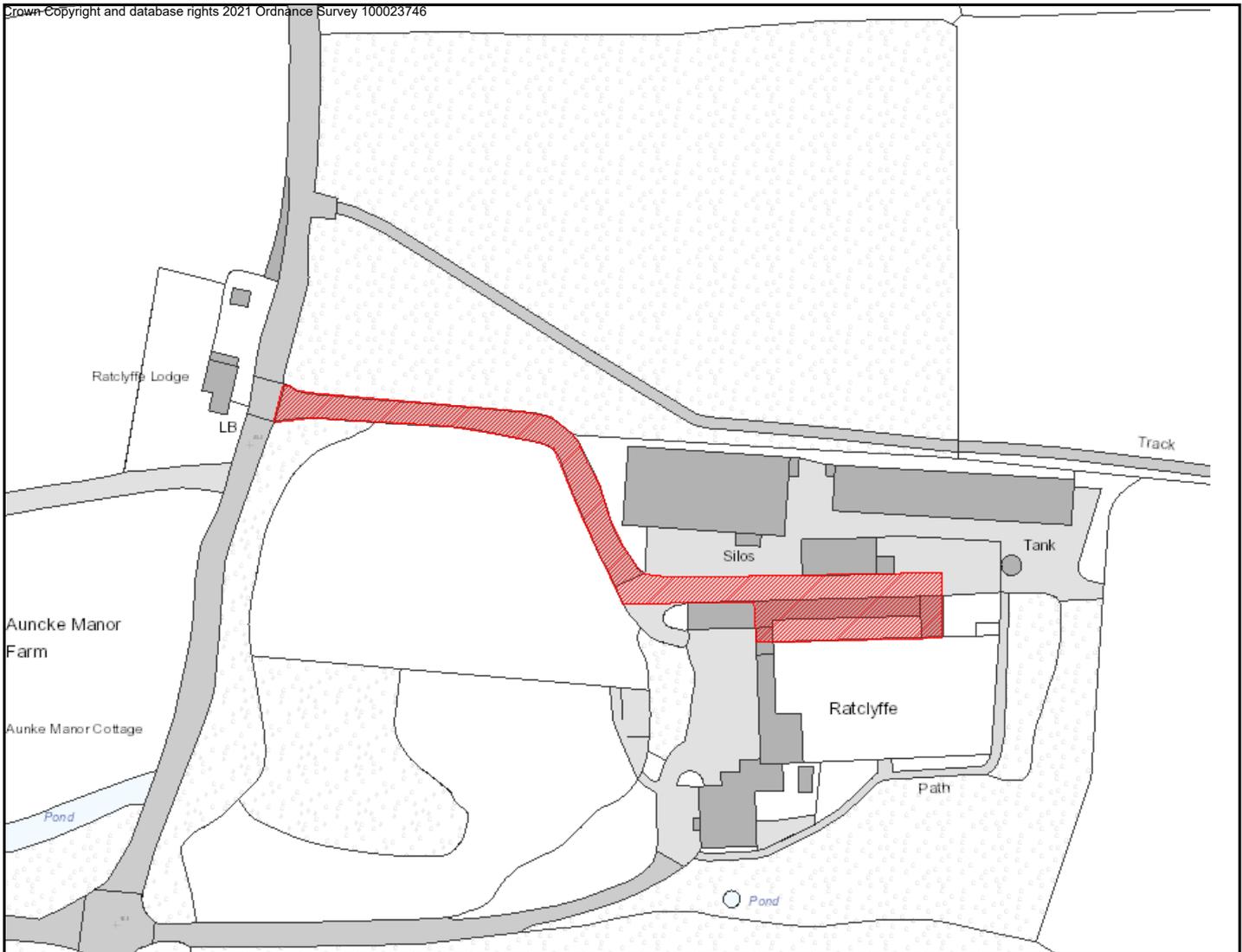
Location Ratclyffe Farm Clyst Hydon Cullompton EX15 2NQ

Proposal Conversion of curtilage listed barn to form 2 no. dwellinghouses and associated works



RECOMMENDATION 20/1436/FUL:
1. Adopt the appropriate assessment
2. Approval with conditions

RECOMMENDATION 20/1437/LBC: Approval with conditions



		Committee Date: 29th September 2021
Broadclyst (Clyst Hydon)	20/1436/FUL	Target Date: 02.10.2020
Applicant:	Roberta Gillam	
Location:	Ratclyffe Farm Clyst Hydon	
Proposal:	Conversion of curtilage listed barn to form 2 no. dwellinghouses and associated works	

**RECOMMENDATION: 1. Adopt the appropriate assessment
2. Approval with conditions**

		Committee Date: 09.06.2021
Broadclyst (Clyst Hydon)	20/1437/LBC	Target Date: 02.10.2020
Applicant:	Roberta Gillam	
Location:	Ratclyffe Farm Clyst Hydon	
Proposal:	Internal and external alterations to curtilage listed barn for conversion to 2 no. dwellinghouses and associated works	

RECOMMENDATION: Approval with conditions

EXECUTIVE SUMMARY

This application is before the Planning Committee because the view of the Council differs to that of the Parish Council and the Ward Member.

Planning permission and listed building consent is sought for the conversion of the building to form two dwellings. These applications relate to a curtilage listed building at Ratclyffe, close to the hamlet to Aunk. The building is of architectural merit and is attached to a grade II listed building.

With regard to the principle of the development, the site lies in the open countryside as defined by Strategy 7 of the East Devon Local Plan, where housing development is not normally permitted unless it is in accordance with

another policy of the Local Plan. It is stated in Policy D8 of the Local Plan that the conversion of rural buildings is only permitted if they are located where their conversion to a domestic use would not substantively add to the need to travel by car. The closest settlements to the site are Plymtree, Clyst Hydon, Clyst St. Lawrence and Talaton, which are located between 2.5km and 6km from the site, by road. Roads to these settlements are unlit, without footways and, in places, narrow with limited visibility. As such, both distance, and the nature of the roads, are such that they are not conducive routes for walking or cycling to the services available. Therefore, it is considered that the distance to these settlements would result in reliance upon the private car and, therefore, the proposal would be contrary to Policy D8 of the Local Plan.

To promote sustainable development in rural areas, the National Planning Policy Framework (NPPF) also states that housing should be located where it would enhance or maintain the vitality of rural communities. However, paragraph 80 of the NPPF facilitates isolated homes, but only in exceptional circumstances within the open countryside. It sets out a range of special circumstances, including where the development would represent the optimal viable use of a heritage asset, or would be appropriate enabling development to secure the future of heritage assets. It is under these special circumstances that a case could be made to support the development proposed.

Under these proposals, the buildings would remain largely of the same form and design (save for fenestration details). A minimal number of changes to the historic fabric are required to change the use of agricultural buildings, as, internally, the existing layout lends itself to being re-used for residential use. Given that the buildings do not lend themselves to modern farming practices, that the structural survey submitted states the buildings are capable of conversion and that, subject to conditions, the Council's Conservation Officer supports the proposal, it is considered that the proposal would represent the most long term option to retain the heritage asset. Consequently, under paragraph 80 of the NPPF, it is considered that the proposal is acceptable in principle. This is considered to outweigh the lack of policy support for the proposal in the Local Plan.

In terms of other considerations, as stated above, the building is considered suitable for conversion, and the Council's Conservation Officer is supportive of the proposal. The proposal would have little visual impact on the surrounding area as the site is set back from the highway and not readily visible from the public domain. Furthermore, the proposal would not result in the creation of any openings or other factors which would be detrimental to the amenity of the occupiers of other properties, and the proposal is acceptable in ecological terms.

Some third party objections relating to highway safety and the cumulative impact of development at the site have been received based on the unsuitability of the access to accommodate the cumulative increase in traffic from previously approved Class Q and R approvals and the impact this would have on highway safety. The applicant has provided a series of technical notes from a qualified Highways Consultant which has satisfied the CHA that the existing access and

width of the access road is suitable to accommodate the traffic movements associated with this and historic approvals on the site.

On balance, whilst the site is located where the new residential development is not supported by the Local Plan, there is support for the proposal in the NPPF, as the development represents the most viable use for a heritage asset and is located in an isolated location. Therefore, the principle of the development is considered to be acceptable. The development is considered to be acceptable in all other regards, and therefore it is recommended that the planning and listed building consent applications are approved.

CONSULTATIONS

Local Consultations

Broadclyst - Cllr Eleanor Rylance

I remain as concerned by the above proposed development as ever. It is located on a highly unsuitable lane and is adjacent to a listed building. I feel that the profusion of planning applications for this site under all its various names is now leading to extreme confusion. By my reckoning, the accumulation of planning applications for this site now amounts to 7 dwellings and a farm shop served on a tiny one way mud lane that itself comes off a single track country road.

The cumulative effect of these applications is that of producing a mini-housing estate in the open countryside, which i do not believe was ever the intention of the legislation surrounding the permitted development of redundant farm buildings. Furthermore, most of the buildings covered in these applications are modern modular buildings- they would definitely still have a perfectly acceptable use as farm buildings (unlike for example a 19th century milking parlour).

As I have said several times before, I do not feel that it is in the spirit of the Permitted development legislation that relatively modern buildings, that could be reused or very easily dismantled by undoing a few bolts, should be used as de facto footprints for new houses in open countryside. If this is the intention of the PDQ application, then I trust that Highways', parish council and ward members' comments will play a prominent part in the decision process.

Little thought appear to have been given to the cumulative effect of these applications on the adjacent listed building, including the listed structure (the tall perimeter wall) that the above applications abut. Ratclyffe House is a very handsome listed building with a strong history and its setting does not seem have been considered at all.

Nor has the application for a farm shop been considered holistically, given that a farm a few hundred metres away also has permission for a farm shop. How many farm shops does the same 500 metre stretch of country road really need? Especially given the conspicuously narrow nature of the road in question.

In short, I do not support this current application, which I do think is in harmony with its setting and represents overdevelopment of a very rural sited far away from any services (apart from the proposed farm shop 500 metres away).

Parish/Town Council-

06/05/2021

We are writing with reference to the above development and our views relating to the very recent Highways Technical report, BTC21033/R/02, dated 1st May 2021 from Bellamy Transport Consultancy.

Again, we are puzzled by a number of the comments and these still all relate to our concerns on the access issues and safety.

In Addendum 11/04/21 comments, it is mentioned that Highways Technical note states the width of the access track is sufficient for a two-way vehicle design at the entering and exit points onto the main road. This situation simply would not take place.

What we believe it fails to address is that the track narrows just after this point into a width that is insufficient to take two vehicles in opposite directions. This is very apparent in diagram BTC21033 (LB). You can see from this diagram there is a real danger that multiple vehicles turning into this track and being faced with oncoming traffic will need to back out onto the main road. The development is asking for a total of seven residential properties plus a Farm Shop. The additional traffic demand could not cope with the one in and one out scenario as described in the report. Again, we assume there is an intention to make the farm shop a success which would significantly increase the traffic coupled with the seven residential properties. Finally, the section (and the stated diagram) doesn't take into account larger vehicles, ie vans/delivery trucks that would be larger than the standard vehicles and would be required.

There is a comment (2.5) that the speed limit on the road at the entrance/exit is assumed to be limited to 30mph but this is not the case. The legal speed limit is much higher at 60mph and there are no traffic control measures in place and therefore vehicles regularly pass this access track well above 30mph.

In section 2 there are comments around the visibility splays but again we believe these do not take into account any vehicles approaching the exit given where the driver is positioned effectively behind the bonnet and at eye distance and hence, they are further sighted back from the main exit. This is broadly discussed in section 2.4 / 2.5 but seems to dismiss the issue by saying this is not a 'built up' area so is not relevant. Whilst we question the actual dimensions of the visibility splay, the points we have highlighted are shown clearly in Photo 2 which shows the 'blind bend' which is one area we have concerns about.

Section 2.5 seems to suggest that the volume of traffic is low, but we know that this is not the case and if the extra residential properties plus the Farm Shop are built, it will negate this argument. The road is also an extremely popular cycling route used

by many clubs which adds to the volume issue. There is also a residential property immediately adjacent to the entrance to the lane and this will be severely affected.

In 2.8 It states that there have been no recorded personal injury collisions in the last 21 years (PIC) where the private access meets the public access road. Again, we feel this statement is irrelevant as the development requires these circumstances in this area to change significantly. In those days this was in a different situation, ie a limited farm holding with limited transport against now, seven residential properties and an active farm shop. Decisions should be made on pro-active assessments based on potential risks, rather than reactive decisions. The new development takes the situation into a totally new area and there is no comparison to be made. In our view the new development significantly increases the risk of accidents.

Finally, the conclusions draw from the fact that approval has been given by EDDC previously for five residential properties plus a Farm shop and hence nothing has really changed in the additional planning proposals. This seems to suggest that you cannot 'right a wrong'.

As a Parish Council we have been concerned from the onset when the planning escalated from one development to now, seven properties and a Farm Shop. We have made our feelings known from the start in all documentation and these have been based on safety. Following Highways first visit to the site which we requested as we had a genuine concern, they themselves saw the issue and lodged an objection (at this point there had been approval of five properties and a farm shop but significantly, no physical Highways visit up to that point). Their initial report in October last year stated as below and was also stated verbally to us at the time of our meeting.

Previous comments

25/01/2021

Object - Application 20/1436/FUL appears to encroach on land owned by the two adjacent neighbours that own the land on either side of the entrance lane to Ratclyffe Barns. The Parish Council have approached the two adjacent landowners so that they are now aware of this new planning application. The adjacent landowners will now be making there own comments to this application.

Clyst Hydon Parish Council have raised concerns about the blind road Entrance to Ratclyffe Barns development at every opportunity. These concerns have now been supported by a recent Highways report. Highways were invited to visit and survey the road access by Clyst Hydon Parish Council. Were it possible for the road side splay to be improved as the drawing depicts the Parish Council is not convinced it would make this entrance safer. Sadly, the Parish Council is unsure that the applicant has the right to encroach on the land owned by the developers neighbouring landowners to build an improved splay. The adjacent landowners have indicated to the Parish Council that they would object to this planning application as it encroaches onto their land and the Parish Council would support their right to object. This objection not only includes the increase splay but also the foul drainage proposal. Both of of these proposals adversely effect the two properties on either

side of the development. Even if the developers obtain permission to enlarge the splays at the exit from the development to the highway, it does not mitigate the increase in risk of a serious accident by the markedly increase in traffic volume and the lane exiting on a blind bend. This is a major concern of Clyst Hydon Parish Council

Previous comments

09/10/2020

The Clyst Hydon Parish Council have serious misgivings about this development mainly due to the access in and out of the proposed new properties

The access is through a narrow lane opening out onto the main road which leads into Clyst Hydon from Talaton. The lane is single file with no way of passing and when it opens out onto the main road there is a blind bend to the left with no possibility of seeing oncoming vehicles. The lane is poorly developed with no scope for development and widening.

It is almost certain that with the development proposal of a total of seven properties and a farm shop the traffic in and out of this lane will be considerable. Traffic will almost certainly back up in occasions onto the main road and this coupled with the blind bend will lead to potential and very likely collisions. There is no scope to widen the 'splay' at the entrance to give greater visibility and even if it was, it wouldn't solve the issue with the 'blind bend'

We are also puzzled why the development has been allowed to extend to this number of properties given that our understanding from discussions with Highways is that there should only be a maximum number of three properties being accessed by a single lane

The Parish Council are extremely concerned by this development and would ask that no decisions are made without a report and dialogue with Highways who have now visited and seen the proposal and the lane in question

We also question how the development has been allowed to extend to this degree. Our understanding is that developments on 'agricultural holding' land should be maximized to three dwellings and we are not sure what has changed. In the case of this development the closeness and proximity to a grade two listing building seems to have been ignored

Could this decision be made by a full planning committee rather than any delegated powers.

In summary, the Clyst Hydon Parish Council cannot support this proposal at all and we see real safety issues with vehicle movements through this lane and onto the main road

We are writing with reference to the above development and our concerns that we have as the Clyst Hydon Parish Council.

We have had concerns of this development from when the planning escalated from one permitted dwelling to five properties plus a farm shop. There is now a proposal to further increase this by two, to seven properties and a Farm Shop. We have documented our concerns throughout but as a Parish Council these points seem to have been ignored which we find disappointing.

Our major concern relates to the access lane which we believe is inadequate to take the additional traffic, the lane being narrow and opening out onto the main road on a 'blind' bend. There is no possibility of a legal 'splay' being installed so the traffic will exit in a totally 'blind' situation. There is little possibility of vehicles once on the access lane passing in opposite directions so we can see a situation of traffic 'backing' up on the main road further creating a dangerous situation.

In summary with the considerable increase in traffic, this in our opinion is 'an accident waiting to happen'.

At our initial objection, which increased the initial proposal to 5 dwellings and a farm shop, we understand Highways approved the access lane but, never carried out a site visit. With the latest proposed development (20/1436/FUL) which further increases the housing from five properties and a Farm shop to seven properties and the farm shop, Highways did eventually carry out a site visit and acknowledge the problems and as a result have finally raised an objection. This is attached.

We further understood that it was DCC policy that there should only be a maximum of three properties accessed from a private lane. The Highways representative admitted this being the case but did not know why or how this development became a breach of this policy. We have examples in our village with two specific developments where the 'maximum' three properties was applied.

The drainage issue with surface and foul water will further exacerbate the situation and we can see issues with localised flooding and pollution once these developments go ahead and reduce the surface drainage. There is a property immediately opposite the exit.

Our secondary concern is that developments generally granted under class Q permitted development appear to be requested for a small development and we as the parish council raise no objections and the application is subsequently approved. Almost immediately there follows by a change request to increase the development. The subsequent change requests appear to be granted because there is already planning permission granted to develop the site, even when the change to the development would possibly not have been permissible under class Q. This seems to ignore the wider aspects of the issues of the development as highlighted above.

This then makes the reviewing of planning applications by the Parish Council extremely difficult. Clyst Hydon Parish Council feel that their view on the best way to develop their community is being eroded by a lack of control on this developmental creepage.

Technical Consultations

Devon County Highway Authority
Addendum 13/05/2021

Using the limited maintenance to the hedge line which is within the landownerships area, I believe the visibility splay for 30mph can be achieved. The swept path showing that the stacking of two cars can be carried out upon the access/exit together with the improved visibility splay, I believe means that the site will be able to cope with the trip generation from the cumulative planning applications from this site within recent years.

Previous comments:

Addendum 11/05/2021

The CHA has received the updated Transport Note which includes the suitable vehicle swept and updated visibility splay plan and has no objections to this planning application overall.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, MAY WISH TO RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

The site access road shall be hardened, surfaced, drained and maintained thereafter to the satisfaction of the Local Planning Authority for a distance of not less than 10 metres back from its junction with the public highway

REASON: To prevent mud and other debris being carried onto the public highway.

No part of the development hereby approved shall be brought into its intended use until the access, parking facilities, visibility splays, turning area, access drive and access drainage have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times

REASON: To ensure that adequate facilities are available for the traffic attracted to the site.

Officer authorised to sign on behalf of the County Council

Previous comments:

Addendum 11/04/2021

The applications visibility splay plan has been brought into question over its acceptability due to land ownership issues. However the highways technical note states that the existing vehicular access width is 4.8m (minimum two-way vehicle design width) and of a sufficient length for both an entering and exit vehicle to leave the carriageway network at the same time. If this can be proven with a swept path plan, the CHA would be minded to maintain its current stance of no objection.

The requirement for the visibility of both the north and south bound traffic to only be 43m due to the speed limit in-effect being limited to 30mph, caused by the lanes geometry and character, is accepted, however a revised visibility splay plan, showing that the 43m can be achieved without affecting the landownership of adjacent properties is recommended by the CHA.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, MAY WISH TO RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

Visibility splays shall be provided, laid out and maintained for that purpose at the site access in accordance, where the visibility splays provide intervisibility between any points on the X and Y axes at a height of 0.6 metres above the adjacent carriageway/drive level and the distance back from the nearer edge of the carriageway of the public highway (identified as X) shall be 2.4 metres and the visibility distances along the nearer edge of the carriageway of the public highway (identified as Y) shall be 2.4 metres in both directions.

REASON: To provide adequate visibility from and of emerging vehicles.

The site access road shall be hardened, surfaced, drained and maintained thereafter to the satisfaction of the Local Planning Authority for a distance of not less than 10 metres back from its junction with the public highway

REASON: To prevent mud and other debris being carried onto the public highway
No part of the development hereby approved shall be brought into its intended use until the access, parking facilities, visibility splays, turning area, access drive and access drainage have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

REASON: To ensure that adequate facilities are available for the traffic attracted to the site.

Previous comments:

Addendum 31/01/2021

The application has been updated with a visibility plan so show the additional improvements now proposed to make the access suitable and acceptable in addition to works to do similar with the visibility of the access in both the south and north direction. Therefore the County Highway Authority is now willing to drop an objection to this application.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

Original comments:

19/10/2020

The County Highway Authority (CHA) is concerned with this application due to the single-lane access becoming over intensified with the amount of dwellings it will serve according to our current best practice design guidance. Additionally some wash-off of debris and surface water on the carriageway is already present and the CHA maintenance budget is extremely tight.

Additionally the access visibility is restricted and although I appreciate it is an existing access, I believe this application, if approved, will tip the balance in that the vehicle movements will exceed that of which was incurred from the former permitted agricultural use.

That being said, the proposed delegated parking spaces do avoid on-street parking and the layout allows for vehicles to turn off carriageway and re-enter in a forward facing motion. I do believe the capability of improving the access visibility is present, however until such works are specified in the application, The CHA is minded to object to this planning application.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, IS LIKELY TO RECOMMEND REFUSAL OF PLANNING PERMISSION, IN THE ABSENCE OF FURTHER INFORMATION

1. The inadequate width of the access is likely to cause congestion, with consequent risk of additional danger to all users of the road contrary to page 32 of the National Planning Policy Framework.

2. The increased use of the access onto the Public Highway, resulting from the proposed development would, by reason of the limited visibility from and of vehicles using the access, be likely to result in additional dangers to all users of the road contrary to page 32 of the National Planning Policy Framework.

Conservation

CONSULTATION REPLY TO PLANNING WEST TEAM
LISTED BUILDING CONSENT
PLANNING APPLICATION AFFECTING LISTED BUILDING

ADDRESS: Ratclyffe Farm, Clyst Hydon

GRADE: II APPLICATION NO: 20/1437/LBC & 20/1436/FUL

PROPOSAL: Internal and external alterations to curtilage listed barn for conversion to 2 no. dwellinghouses and associated works

BRIEF DESCRIPTION OF HISTORIC CHARACTER/ ARCHITECTURAL MERIT:

See listing description and information on file.

The barn (Barn 4) is considered to be curtilage listed to Ratclyffe House and lies to the north of principal dwelling. The structure is a long traditional block barn built with brick and stone which runs along the southern boundary with the neighbour - Ratclyffe House, a Grade II listed, 19th Century mansion. The barn is attached to the boundary wall of Ratclyffe House and the Coach House, which is also listed Grade II.

The significance of the barn is derived from its age, visual appearance and the use of traditional vernacular materials. In addition, its ancillary function to the House and associated complex of buildings, structures and walled garden. The barn is now in separate ownership to the principal dwelling and The Coach House.

HOW WILL PROPOSED ALTERATIONS AFFECT HISTORIC CHARACTER OF BUILDING AND ITS SETTING:

This application relates to the conversion of the barn into 2no. dwellings. The proposals include the retention and repair of the structure and the conversion is contained within the existing footprint with no new openings proposed. There is no objection in principle to works which will ensure the longterm care, repair and maintenance of the historic curtilage barn, but detailed comments relating to these proposals are set out below:

Site Layout: 4no. parking spaces noted, and for specific comments relating to the barn, now Unit 1 & Unit 2, see below. Any future use needs to consider how storage for domestic paraphernalia or indeed any general maintenance or upkeep of the buildings/grounds is to be provided. This may therefore require the re-use of less significant structures or accommodating storage within the individual units, but not encouraging the construction of sheds, summer houses etc;

Floor plan: the barn is to be divided into 2no. Units, 1 & 2, both with 2no.bedroom and associated living accommodation. The barn itself has few internal divisions, mostly modern, and the insertion of the partitions will help to stabilise the structure and provide habitable space within the existing footprint. It is assumed that the area to the rear, south of the barn is to be used as amenity space, please clarify;

Roof plan: to be replaced with natural slate. The lack of rooflights is welcomed. Further details of the existing roof structure and proposed roof structure will be required, including those timbers to be retained;

North elevation: little change with central opening left for access to rear, joinery details for doors and windows required;

South elevation (Section): the existing arches (currently blocked) have been utilised to provide light with existing doors for access. Central opening to front;

West elevation: roof to be replaced with slate;

West elevation (Section): new arched glazing within existing opening to match existing openings in south elevation, no objections. Joinery details required;

East elevation: no change, and this opening is to be a window, not shown on floorplan. However, please note that this elevation faces into the adjacent owners land;

Structural Survey: it is noted that the building is in a general state of disrepair and in need of immediate intervention if further deterioration is to be prevented. Clearly, there are areas of concern and a need for the roof structure to be given attention along with remedial works to the walls. However, the overall conclusion is that the building is suitable for conversion without significant major reconstruction;

Design & Access Statement: this gives detailed and informative supporting information relating to the curtilage listed Barn and its significance, see above. In addition, there are details of the proposed works, see under Section 5.2 - 5.8;

Conclusion: the proposed works to convert the barn are relatively simplistic and retain its overall aesthetic and appearance with little intervention in terms of new openings. The loss of historic fabric appears to be minimal, subject to details relating to the roof structure. The works will ensure the longterm use of the barn. With regards the wider impact on the setting of the principal heritage assets, it is considered that in terms of appearance and the repair and renovation of the structure, the impact will be minimal.

Ratclyffe House, has a limited visual relationship with the barn to the north, although it is recognised that the barn is attached to the boundary wall of the walled garden and that the east facing elevation is within the adjacent ownership. The Coach House, as previously noted, is also attached to the barn. In terms of the wider context of Ratclyffe House, its 'parkland' setting still exists to the south, and lesser extent to the east and west, albeit diminished by the more recent agricultural use. In addition, the walled garden to the rear in conjunction with the north range of historic farm buildings and the Coach House form a physical barrier between the separate ownerships.

The proposed change of use to the barn would not compromise the future interpretation of the Coach House as part of the history of Ratclyffe House, nor in turn the wider setting of Ratclyffe House. In summary, the works would result in limited harm to the setting of the identified heritage assets.

PROVISIONAL RECOMMENDATION - PROPOSAL
ACCEPTABLE in principle

SUGGESTED CONDITIONS: LBC1N; PL2; LBC4N; LBC5N

Before any work is undertaken to remove any part of the building, the applicant shall take such steps and carry out such works as shall, during the process of the works

permitted by this consent, secure the safety and the stability of that part of the building which is to be retained. Such steps and works shall, where necessary, include, in relation to any part of the building to be retained, measures as follows:-

- a) to strengthen any wall or vertical surface;
- b) to support any wall, roof or horizontal surface; and
- c) to provide protection for the building against the weather during the progress of the works.

Details of any additional necessary repairs required as a result of the works, including methodology, specification or schedule shall be submitted to and approved in writing by the Local Planning Authority before continuing with the works.

(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

Before the relevant parts of the works begin on the items specified below, the following details and specification for these items shall be submitted to and approved in writing by the Local Planning Authority:

- Roofing materials including product details, sample and method of fixing.
- New rainwater goods including profiles, materials and finishes.
- Roof ventilation systems.
- New windows including sections, mouldings, profiles and finishes. Sections through casements, frames and glazing bars should be at a scale of 1:2 or 1:5.
- New doors including sections, mouldings, profiles and finishes. Sections through panels, frames and glazing bars should be at a scale of 1:2 or 1:5.
- Eaves and verge details including construction and finishes.
- External vents, flues and meter boxes.

The works shall be carried out in accordance with the approved details and specification.

(Reason - In the interests of the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

A detailed Schedule of Works including any repairs and details of the works hereby approved shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the works.

(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

Following exploratory works or the removal of the existing roof covering and prior to the commencement of new work, details of the new roof structure to supplement the existing roof structure shall be submitted to and approved in writing by the Local Planning Authority along with a record of any remaining original timbers, including a schedule of repairs. So far as is reasonably possible the historic timbers eg. 'A' frame trusses and purlins shall be retained in situ as non- load bearing structures.

(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

Environmental Health

I have considered the application and do not anticipate any environmental health concerns.

Other Representations

Three letters of objection have been received at the time of writing this report raising concerns which can be summarised as:

- Cumulative impact with Prior Approvals granted
- Highways safety.
- Increase in vehicle movements.
- Parking provision.
- Principle of development.
- Heritage impact.
- Lack of information about surface water drainage.
- Lack of information about foul drainage

PLANNING HISTORY

Reference	Description	Decision	Date
95/P1000	Two Detached Houses	Refusal	23.08.1995
19/1256/PDQ	Prior approval for proposed change of use of agricultural buildings to form 2 no. larger dwelling houses (class C3 use) and 2 no. smaller dwelling houses (class C3 use) and associated operational development under Class Q (a) and (b)	Withdrawn	06.08.2019
19/1951/PDQ	Prior approval for proposed change of use of agricultural buildings to form 2 no. larger dwelling houses (class C3 use) and 2 no. smaller dwelling houses (class C3 use) and associated operational development under Class Q (a) and (b)	PDQA Prior Approval refused	30.10.2019

19/2760/DEM	Prior notification of demolition of section of barn	Prior approval not required	13.01.2020
19/2785/PDQ	Prior approval for proposed change of use of agricultural building to form 1 no. larger dwelling house (class C3 use) and 3 no. smaller dwelling houses (class C3 use) and associated operational development under Class Q(a) and (b)	PDQB Prior Approval granted	17.02.2020
19/2787/PDR	Prior notification under Part 3, Class R for the flexible change of use from agricultural use to a shop (use class A1)	Prior approval not required	12.02.2020
20/2700/PDQ	Prior approval for proposed change of use of agricultural building to form 1 no dwelling (use class C3) and associated operational development under class Q (a) & (b)	PDQB Prior Approval granted	01.02.2021
20/1437/LBC	Internal and external alterations to curtilage listed barn for conversion to 2 no. dwellinghouses and associated works	Pending Consideration	

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies Strategy 7 (Development in the Countryside)

D1 (Design and Local Distinctiveness)

EN5 (Wildlife Habitats and Features)

EN9 (Development Affecting a Designated Heritage Asset)

EN19 (Adequacy of Foul Sewers and Adequacy of Sewage Treatment Systems)

EN22 (Surface Run-Off Implications of New Development)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

TC9 (Parking Provision in New Development)

Government Planning Documents

NPPF (National Planning Policy Framework 2019)

Government Planning Documents

National Planning Practice Guidance

Site Location and Description

These applications relate to a curtilage listed building at Ratclyffe, close to the hamlet to Aunk. The building is of architectural merit and is attached to a grade II listed building. To the south of the building are other barns and the grade II listed Ratclyffe House. To the north of the site are a number of former agricultural buildings, which have been the subject of various other applications for domestic and farm shop uses. Access to the site is via an existing track leading to the C Class road between Aunk and Clyst Hydon. The site is located in the open countryside, and is remote from services.

Proposed development.

Planning permission and listed building consent is sought for the conversion of the building to form two dwellings. The proposals include the retention and repair of the building and the conversion would be contained within the existing footprint with no new openings proposed. 4 car parking spaces would be provided; one for each unit and the dwellings would be accessed via the existing vehicular entrance to the site.

Issues and Assessment:

The main issues to consider in the determination of these applications relate to:

- Principle
- Suitability of barns for conversion
- Listed building impact
- Character and Appearance
- Highway Safety
- Ecological Impact
- Residential Amenity
- Cumulative Impact
- Surface Water and Foul Drainage
- Habitat Mitigation

ANALYSIS

Principle

The site lies in the open countryside as defined by Strategy 7 of the East Devon Local Plan, where housing development is not normally permitted unless it is in accordance with another policy of the Local Plan.

The current agricultural buildings are in a poor state of repair and it is noted from the condition survey the various works are required to bring the building back into use. There have been limited remedial works undertaken to secure the use/future of these buildings and limited details have been provided as to when the long term use of these building ceased (some limited storage or other use is still taking place in the buildings) and why they could not reasonably be used.

Paragraph 196 of the NPPF makes it clear that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision. There does not appear to have been any significant attempt to halt the deterioration to the building, and it has been neglected for many years, resulting in its current poor condition. However, this is due to modern farming practices having moved on substantially and the costs of repairing traditional buildings being unviable.

To promote sustainable development in rural areas, the NPPF states that housing should be located where it would enhance or maintain the vitality of rural communities. It also states that development should facilitate the use of sustainable modes of transport. In this case, community facilities such as the village shop/post office and primary school are located more than 1km from the site in a straight line and considerably further following the winding lanes and footpaths. Moreover, most of this distance is via unlit roads without pavements. Given this situation, the site is isolated and it is likely that the occupiers of the new dwellings would rely on the private car for the majority of their day-to-day needs. There is no regular bus service in close proximity to the site.

It is stated in Policy D8 of the Local Plan that the conversion of rural buildings is only permitted if they are located where their conversion to a domestic use would not substantively add to the need to travel by car. The closest settlements to the site are Plymtree, Clyst Hydon, Clyst St. Lawrence and Talaton, which are located between 2.5km and 6km from the site, by road. Roads to these settlements are unlit, without footways and, in places, narrow with limited visibility. As such, both distance, and the nature of the roads, are such that they are not conducive routes for walking or cycling to the services available.

The village of Plymtree benefits from a church, village hall, public house and a primary school. Clyst Hydon hosts from a primary school, a church and a recreation ground. Talaton benefits from a pub, church, a village hall and a village shop. However, services in Clyst St. Lawrence are very limited. The limited access to these services weighs against the proposal. Overall, it is considered that the distance to these settlements would result in reliance upon the private car and,

therefore, the proposal would be contrary to policies TC2 and D8 of Adopted Local Plan.

The proposed alterations for use of the buildings for a residential dwelling houses would alter the structure, integrity, form of the buildings, in addition to their character and appearance. The fenestration is too limited to allow the occupation of the buildings for human habitation without the need for re-configuration, in terms of the addition of additional openings. Paragraph 80 of the NPPF facilitates isolated homes, but only in exceptional circumstances within the open countryside. It sets out a range of special circumstances, including where the development would represent the optimal viable use of a heritage asset, or would be appropriate enabling development to secure the future of heritage assets. It is under this special circumstances that a case could be made to support the development proposed.

Consideration of more acceptable uses should be considered before a residential re-use. However, as the building is considered to be a non-designated heritage asset, consideration for its long term future as a heritage asset must be considered.

The NPPG explains what is a viable use for a heritage asset is, and how it should be taken into account in planning decision. This explains that if there is only one viable use, then that use is the optimum viable use. If there is a range of alternative viable uses, the optimum use is the one likely to cause the least harm to the significance of the asset - not just through necessary initial changes, but also as a result of subsequent wear and tear and likely future changes.

The optimum viable use may not necessarily be the most profitable one. It might be the original use, but that may no longer be economically viable or even the most compatible with the long term conservation of the asset. It is clear from its location that any employment generating use would not be preferable within such an unsustainable position. Use as holiday units would amount to a similar impact on the buildings, but may not generate sufficient revenue to justify undertaking the internal works or extension or for the longer term maintenance, especially given that these would need to be a significant contribution towards the community infrastructure levy (CIL). It is understood that, historically, the buildings have been used as agricultural buildings but, at some point, this ceased and the buildings have fallen into disrepair. As planning permission is now needed for the creation of dwellings, it must be considered under current planning policy. In this instance, paragraph 80 of the NPPF.

The buildings would remain largely of the same form and design (save for fenestration details). A minimal number of changes to the historic fabric are required to change the use of agricultural buildings, as, internally, the existing layout lends itself to being re-used for residential use. However, the guidance is clear that from a conservation perspective, if there is no real difference between viable uses, then the choice of use is a decision for the owner. In this instance, it is conceded that residential use could, under paragraph 80, be facilitated as, whether the dwelling is used for holiday purposes or residential, the impact on the fabric of the listed building would be similar, and represents a more long term viable use than present. Officers are also satisfied that a residential use would secure the long-term maintenance and upkeep of the non-designated heritage assets.

As a result the above, it is considered that the proposal accords with paragraph 80 of the NPPF and provides the most viable use for the heritage asset. This is considered to outweigh the lack of policy support for the proposal in the Local Plan.

Suitability of the barns for conversion and external changes

The structural survey submitted with the application confirms that the building is in a "general state of disrepair" and is "in need to immediate intervention if further deterioration is to be prevented". Despite this, the report concludes that the building would "provide a suitable structure for conversion" and that the building is "suitable for conversion as intended without significant rebuilding or the primary structure i.e. walls". Given these comments it is accepted that the building is capable of conversion, so it would be unreasonable for the Council to object to the proposal on those grounds. It is considered that overall the buildings are in good condition and capable of conversion without major reconstruction. The information supplied appears to support the principle of the buildings being of historic interest and having sufficient interest to warrant status as a non-designated heritage asset.

The external changes proposed are relatively minor in nature; amounting to a small number of additional windows and some new or replacement areas of walling. The roof would also be improved. Agricultural barns were never designed as living spaces and, therefore, it is inevitable that some new openings would be required to make them habitable. The materials to be used on the barns are considered appropriate; being traditional and relating to the character of the buildings

Overall, it is considered that the proposed scheme is sympathetic to the character and appearance of the barns, and would provide a long term sustainable use for the buildings in accordance with Policy D1 of the EDDC Local Plan.

Listed building impact

Although not listed in its own right, the building to which this application relates is curtilage listed and located in close proximity to listed buildings. Therefore, the impact of the proposal on the building itself, as well as the setting of the listed buildings is a key consideration; especially so because, as detailed above, the location of the site is such that it is the retention of the heritage asset which is a key factor in the principle of the development being acceptable. Given this points, the comments of the Council's Conservation Officer are a key factor in assessing the overall acceptability of the development as well as the impact on listed buildings and heritage assets. Therefore, it is noteworthy that the conclusion reached by the Conservation Officer is as follows:

"The proposed works to convert the barn are relatively simplistic and retain its overall aesthetic and appearance with little intervention in terms of new openings. The loss of historic fabric appears to be minimal, subject to details relating to the roof structure. The works will ensure the long-term use of the barn. With regards the wider impact on the setting of the principal heritage assets, it is considered that in terms of appearance and the repair and renovation of the structure, the impact will be minimal.

Ratclyffe House, has a limited visual relationship with the barn to the north, although it is recognised that the barn is attached to the boundary wall of the walled garden and that the east facing elevation is within the adjacent ownership. The Coach House, as previously noted, is also attached to the barn. In terms of the wider context of Ratclyffe House, its 'parkland' setting still exists to the south, and lesser extent to the east and west, albeit diminished by the more recent agricultural use. In addition, the walled garden to the rear in conjunction with the north range of historic farm buildings and the Coach House form a physical barrier between the separate ownerships.

The proposed change of use to the barn would not compromise the future interpretation of the Coach House as part of the history of Ratclyffe House, nor in turn the wider setting of Ratclyffe House. In summary, the works would result in limited harm to the setting of the identified heritage assets."

On these basis of that conclusion, the Conservation Officer states that, in listed building terms, the proposal is acceptable, subject to the imposition of some relevant conditions in the event that the proposal is approved. Those conditions are considered to be reasonable.

Given the above, it is considered that the proposal is acceptable with regard to its impact on the heritage asset and listed buildings and would comply with Policy EN9 (Development Affecting a Designated Heritage Asset) of the Local Plan.

Character and Appearance

The application site is set back from the public highway, and is not visible from the public domain. Consequently, given the nature of the proposal which would utilise the existing building, and the comments of the Conservation Officer, it is considered that the development could be undertaken without visual detriment to the rural character and appearance of the area. The proposal would comply with the provisions of Strategy 7- Development in the Countryside and policy D1- Design and Local Distinctiveness of the East Devon Local Plan.

Highway Safety

Policy TC7 - Adequacy of Road Network and Site Access of the Local Plan states that planning permission for new development will not be granted if the proposed access, or the traffic generated by the development, would be detrimental to the safe and satisfactory operation of the local, or wider, highway network.

Local concern has been expressed about the cumulative impact of traffic generation from the Class Q (5 dwellings) and Class R (retail unit up-to 500 sqm) approvals and whether the access onto the highway is adequate in terms of its visibility to accommodate the traffic movements without adversely impacting on the safety of users of the highway and the single width nature of the existing access driveway which leads to the application site.

Given the amount of local concern that has been expressed, officers have been engaging closely with the County Highway Authority (CHA) and the applicants have responded to each consultation response with the additional information requested by the CHA to demonstrate that the vehicular access is suitable in terms of its visibility and width so as not to result in any significant impact on highway safety from the traffic generated by this proposal.

The CHA originally objected to this application on highway safety grounds on the basis of the intensification of the use of the single-lane access with the amount of dwellings it would serve and because the access visibility is restricted and that this application would tip the balance in terms of the number of vehicle movements that would exceed the former permitted agricultural use.

In response to this objection the applicant has provided two highways technical notes from a suitably qualified Highways Consultant which provides a more accurate analysis of the existing vehicular access where it has been demonstrated that visibility splays of 2.0 m x 43 m in both directions can be achieved without any alterations to the existing access and without relying on any 3rd party land outside of the applicant's ownership. The CHA accept the requirement for the visibility of both the north and south bound traffic to be 43 m due to the speed limit in-effect being limited to 30 mph caused by the lanes geometry and character. The technical note also adequately demonstrates through a swept path analysis (requested by the CHA) that the existing vehicular access width is 4.8 metres and of a sufficient length for both an entering and existing vehicle to leave the carriageway at the same time. The CHA is satisfied that the swept path diagram which shows the stacking of two cars would be possible at the access/ exit such that the site would be able to cope with the trip generation from the cumulative permissions that have been granted in recent years.

In the first technical note, the fall-back position is discussed in terms of existing traffic generation is considered which is a material consideration in the determination of this application when assessing the traffic impacts from this proposal.

It is accepted that the previous agricultural use of the site as a farm complex with poultry units would have generated traffic movements of an entirely different nature; as tractors and trailers and HGV's transporting feed and fertilizer. Whilst agricultural operations have currently ceased on the site, this could be re-introduced without the need for planning permission with the potential to generate significant traffic movements to and from the site potentially of a slow moving and larger nature than traffic associated with a residential use. It is broadly accepted that a change in vehicle type and size would represent a highway safety gain.

Following the submission of the technical notes, the CHA have removed their objection to the scheme. Whilst local concern in respect of highway safety is noted, in the absence of any objection from the CHA on the basis that the existing access does provide sufficient visibility for the amount of traffic that would be using the access, it isn't considered that an objection could reasonably be sustained on these grounds. The technical note also highlights that there are no recorded personal injury collisions at the point where the private access road meets the public highway for 21

years, an important point to note bearing in mind the previous traffic movements and type of vehicles accessing the site through its previous agricultural use.

The proposal makes provision for two car parking spaces for each proposed dwelling and would comply with the provision of Policy TC9- Parking Provision in New Development of the Local Plan. Sufficient space would be provided within the site for cars to park and turn so that they can exit the site in a forward gear.

To conclude on this matter, paragraph 111 of the NPPF states that development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The CHA have advised that the existing access is suitable to accommodate the amount of traffic generated by the proposal taking into account the additional traffic generated from Class Q and R approvals and therefore on balance, it is considered that the proposal complies with both the NPPF and policy TC7- Adequacy of Road Network and Site Access of the Local Plan.

Ecological Impact

A wildlife survey report was carried out as part of the application submission which identified the presence of bats, birds and bees in the building. The report highlights the relevant legislation under which bats and bird nest are protected, and recommends various ecological enhancements and mitigation methods which can be included in the design. The submitted plans indicate that it is proposed to include the recommended enhancements.

A series of further Bat Emergence surveys have been undertaken which confirm the use of the barn by roosting bats consisting of the following:

- Common pipistrelle bat (*Pipistrellus pipistrellus*) – summer day (non-maternity) roost, utilised by individual/low numbers (peak count: 1);
- Natterer's bat (*Myotis nattereri*) – summer day (non-maternity) roost (confirmed by DNA analysis), utilised by individual/low numbers (peak count: 1); and,
- Whiskered bat (*Myotis mystacinus*) – summer day (non-maternity) roost, utilised by individual/low numbers (peak count: 1).

The proposed works will destroy the identified bat roosts and potentially cause disturbance and/or injury to any roosting bats present at the time of the proposed works. It will therefore be necessary to apply and obtain a European Protected Species Licence (EPSL) from Natural England under the conservation (Natural Habitats, &c) (Amendments) 2017 Regulations, to legally allow the works to proceed.

The report proposes a number of bat, bird and bee mitigation and enhancement measures which can be secured by an appropriately worded condition and will ensure that the development provides a number of ecological and biodiversity gains.

The proposal would comply with the provisions of Policy EN5- Wildlife Habitats and Features of the East Devon Local Plan.

Residential Amenity

The majority of the openings on the proposed dwellings would face into the private garden areas of each property, and, therefore, would not result in a loss of amenity to the occupiers of any other dwellings. The small number of openings which would face into the more open area to the north of the properties are such that they are doors or small windows. Therefore, given the nature of the area to the north of the properties, which is not part of a private area associated with any other property, and not directly overlooking any other property, it is considered that the openings in the northern elevation of the proposed properties would not result in a loss of amenity.

In terms of noise, it is considered that the proposed use would not result in noise levels which would result in harm or disturbance to the occupiers of any other properties.

Given the above, the proposal is considered acceptable in terms of its impact on residential amenity and would comply with the provisions of policy D1- Design and Local Distinctiveness of the East Devon Local Plan.

Cumulative Impact

Given the planning history of the site and the buildings to the north of it, third party objections relating to the amount of development which could potentially take place close to the site. It is noted that much of that development is 'permitted development' and, therefore, under that legislation, the Council had little or no control over that development. Whilst, undoubtedly, the development to which this report relates will add to the amount of development at the site, other factors must also be considered; in particular, the fact that the development would allow the best use for a heritage asset, and also that, as detailed above, the proposal is not considered to give rise to any other concerns. Consequently, on balance, it is considered that the development is acceptable in terms of its cumulative impact.

Surface Water and Foul Drainage

Policy EN19 - Adequacy of Foul Sewers and Adequacy of Sewage Treatment Systems of the Local Plan states that new development will not be permitted unless a suitable foul sewage treatment system of adequate capacity and design is available or will be provided in time to serve the development. Development where private sewage treatment systems are proposed will not be permitted unless ground conditions are satisfactory and the plot is of sufficient size to provide an adequate subsoil drainage system or an alternative treatment system.

Policy EN22 - Surface Run-Off Implications of New Development states that planning permission for new development will require that the surface water run-off implications of the proposal have been fully considered and found to be acceptable, including implications for coastal erosion.

A number of concerns have been expressed in relation to lack of information that has been provided in respect of foul and surface water drainage and in particular whether a foul drainage scheme can be provided without effluent water draining onto 3rd party

land and whether a solution can be found which accommodates the foul drainage for the other four dwellings and retail unit approved under the Prior Approval process.

The application is accompanied by a Foul Drainage Assessment which confirms that a new non-mains drainage system would be provided and that it is proposed to discharge into a soakaway. The 3rd party representations received raise concerns about the lack of detail that has been provided in respect of whether the foul drainage scheme can be provided solely on land within the applicant's ownership and have made it clear that they are unlikely to accept any foul drainage onto their land.

In response to these concerns, the applicant has appointed a drainage consultant and prepared a report which shows how surface and foul drainage could be dealt with inclusive of the prior approvals under classes Q and R for 5 dwellings and a farm shop.

These reports highlight that foul drainage can be dealt with via a treatment plant and that surface water runoff would be connected to an attenuation tank with a flow control device fitted that would then discharge into a free flowing brook to the north of the site which is within the applicant's ownership. The proposed rate of flow for the treatment plant would be below 5 cubic metres per day for the package treatment plant and a limit of 1 litre per second for the attenuation tank.

Whilst the concerns that have been expressed are noted, it is considered that it has been demonstrated that in principle, foul and surface water drainage proposals can be accommodated within the site with the capacity to deal with the cumulative effects of the prior approvals and the proposed development such that subject to a condition that requires the submission of both a detailed foul drainage and surface water strategy for this proposal, no objections can reasonably be sustained on these grounds.

Habitat Mitigation

The nature of this application and its location close to the Exe Estuary and/or Pebblebed Heaths and their European Habitat designations is such that the proposal requires a Habitat Regulations Assessment. This section of the report forms the Appropriate Assessment required as a result of the Habitat Regulations Assessment and Likely Significant Effects from the proposal. In partnership with Natural England, the council and its neighbouring authorities of Exeter City Council and Teignbridge District Council have determined that housing and tourist accommodation developments in their areas will in-combination have a detrimental impact on the Exe Estuary and Pebblebed Heaths through impacts from recreational use. The impacts are highest from developments within 10 kilometres of these designations. It is therefore essential that mitigation is secured to make such developments permissible. This mitigation is secured via a combination of funding secured via the Community Infrastructure Levy and contributions collected from residential developments within 10km of the designations. This development will be CIL liable and the financial contribution has been secured. On this basis, and as the joint authorities are work in partnership to deliver the required mitigation in accordance

with the South-East Devon European Site Mitigation Strategy, this proposal will not give rise to likely significant effects.

CONCLUSION

It is clear from the assessment above that, whilst the site is located where the development of residential properties is not supported by the Local Plan, there is support for the proposal in the NPPF, as the development represents the most viable use for a heritage asset and is located in an isolated location. Therefore, the principle of the development is acceptable. Given that, as the development is considered acceptable in all other regards, it is recommended that both applications are approved.

RECOMMENDATION 1

For the 20/1436/FUL planning application:

1. Adopt the appropriate assessment and

2. Approve subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
3. Before development above foundation level is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external walls and roofs of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the materials are sympathetic to the character and appearance of the area in accordance with Policy D1 - Design and Local Distinctiveness of the Adopted East Devon Local Plan 2013-2031.)
4. The development hereby permitted shall be undertaken in accordance with the details contained within the Recommendations of the Bat and Protected Species Survey, dated March 2020, and produced by Ecologic.
(Reason - To ensure that the development does not result in harm to protect species, in accordance with Policy EN5 (Wildlife Habitats and Features) of the Adopted East Devon Local Plan).
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-

enacting that Order with or without modification) no works shall be undertaken within the Schedule 2 Part 1 Classes A, B, C, D, E, F, G or H for the enlargement, improvement or other alterations to the dwelling hereby permitted, other than works that do not materially affect the external appearance of the buildings, or for the provision within the curtilage of any building or enclosure, swimming or other pool (other than any enclosure approved as part of the landscape management scheme).

(Reason - The space available would not permit such additions without detriment to the character and appearance of the area and the listed building, or to the amenities of adjoining occupiers, in accordance with Policies D1 (Design and Local Distinctiveness), EN8 (Significance of Heritage Assets and Their Setting) and EN9 (Development Affecting a Designated Heritage Asset) of the Adopted East Devon Local Plan 2013-2031.)

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no works shall be undertaken within the Schedule 2 Part 2 Class A, for the erection of any fences, walls gates or other means of enclosure (other than any enclosure approved as part of the landscape management scheme).

(Reason - The space available would not permit such additions without detriment to the character and appearance of the area and the listed building, or to the amenities of adjoining occupiers, in accordance with Policies D1 (Design and Local Distinctiveness), EN8 (Significance of Heritage Assets and Their Setting) and EN9 (Development Affecting a Designated Heritage Asset) of the Adopted East Devon Local Plan 2013-2031.)

7. The site access road shall be hardened, surfaced, drained and maintained thereafter to the satisfaction of the Local Planning Authority for a distance of not less than 10 metres back from its junction with the public highway

(Reason: To prevent mud and other debris being carried onto the public highway in the interests of highway safety in accordance with policy TC7 (Adequacy of Road Network and Site Access) of the Adopted East Devon Local Plan 2013-2031).

8. No part of the development hereby approved shall be brought into its intended use until the access, parking facilities, visibility splays, turning area, access drive and access drainage have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority. These facilities shall thereafter be retained for their intended purpose at all times

(Reason To ensure that adequate facilities are available for the traffic attracted to the site in the interests of highway safety in accordance with policies TC7 (Adequacy of Road Network and Site Access) and TC9 (Parking Provision in New Development) of the Adopted East Devon Local Plan 2013-2031).

9. No part of the surface water drainage shall be installed until details of the surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Unless it is demonstrated that it is unfeasible to do so, the scheme shall use appropriate Sustainable Urban Drainage Systems.

The drainage scheme shall be designed so that there is no increase in the rate of surface water runoff from the site resulting from the development and so that storm water flows are attenuated. The development shall be carried out in accordance with the approved scheme.

(Reason: To protect water quality and minimise flood risk in accordance with Policy EN22 - Surface Run-Off Implications of New Development of the Adopted New East Devon Local Plan 2013-2031 and the guidance contained with the National Planning Policy Framework.)

10. Foul drainage shall be dealt with by a package sewerage treatment plant which shall be sited so as not to cause pollution of any watercourse or water sources. No part of the package treatment plant shall be installed until details of the treatment plant and its siting and of the necessary percolation system shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those approved details.
(Reason - To avoid pollution of the environment and/or flooding in accordance with the requirements of Policy EN14 – Control of Pollution of the Adopted New East Devon Local Plan 2013-2031.)

RECOMMENDATION 2

For the 20/1437/LBC planning application:

Approve subject to the following conditions:

1. The works to which this consent relates must be begun not later than the expiration of three years beginning with the date on which this consent is granted.
(Reason - To comply with Sections 18 and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.)
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
3. All external works of alterations in the existing fabric of the building shall be carried out in matching stonework or brickwork, as appropriate. A trial area or a sample panel of a minimum 1 sq.m. shall be constructed on site for inspection and approval by the Local Planning Authority prior to commencement of the works. The works shall be carried out and in full in accordance with the approved sample and specification.
(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)
4. All stonework/brickwork repointing and rendering shall be carried out using a lime based mix, the specification of which shall be submitted to approved in writing by the Local Planning Authority. The colour, texture, type of bond and

joint, and finish shall match original work, and a small trial area shall be prepared in a non-prominent location for inspection and approval by the Local Planning Authority prior to commencement of the works.

(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

5. Before any work is undertaken to remove any part of the building, the applicant shall take such steps and carry out such works as shall, during the process of the works permitted by this consent, secure the safety and the stability of that part of the building which is to be retained. Such steps and works shall, where necessary, include, in relation to any part of the building to be retained, measures as follows:-

- a) to strengthen any wall or vertical surface;
- b) to support any wall, roof or horizontal surface; and
- c) to provide protection for the building against the weather during the progress of the works.

Details of any additional necessary repairs required as a result of the works, including methodology, specification or schedule shall be submitted to and approved in writing by the Local Planning Authority before continuing with the works.

(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

6. Before the relevant parts of the works begin on the items specified below, the following details and specification for these items shall be submitted to and approved in writing by the Local Planning Authority:

- Roofing materials including product details, sample and method of fixing.

- New rainwater goods including profiles, materials and finishes.

- Roof ventilation systems.

- New windows including sections, mouldings, profiles and finishes.

Sections through casements, frames and glazing bars should be at a scale of 1:2 or 1:5.

- New doors including sections, mouldings, profiles and finishes.

Sections through panels, frames and glazing bars should be at a scale of 1:2 or 1:5.

- Eaves and verge details including construction and finishes.

- External vents, flues and meter boxes.

The works shall be carried out in accordance with the approved details and specification.

(Reason - In the interests of the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

7. A detailed Schedule of Works including any repairs and details of the works hereby approved shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the works.
(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

8. Following exploratory works or the removal of the existing roof covering and prior to the commencement of new work, details of the new roof structure to supplement the existing roof structure shall be submitted to and approved in writing by the Local Planning Authority along with a record of any remaining original timbers, including a schedule of repairs. So far as is reasonably possible the historic timbers eg. 'A' frame trusses and purlins shall be retained in situ as non- load bearing structures.
(Reason - To safeguard the architectural and historic character of the building in accordance with Policy EN9 - Development Affecting a Designated Heritage Asset of the Adopted East Devon Local Plan 2013-2031.)

Plans relating to the 20/1436/FUL application:

HERISP500	Proposed Site Plan	07.08.20
PROELEV1	Proposed Combined Plans	08.07.20
PROFP1	Proposed Floor Plans	08.07.20
	Protected Species Report	14.07.20
biodiversity report	General Correspondence	09.07.20
	Structural Survey	08.07.20
biodiversity report	General Correspondence	09.07.20
HERISP500EFF	Proposed Site Plan	11.01.21

Plans relating to the 20/1437/LBC application:

HERISP500	Proposed Site Plan	07.08.20
PROELEV1	Proposed Combined Plans	08.07.20
PROFP1	Proposed Floor Plans	08.07.20
2006-0002 A	Proposed Block Plan	20.07.20
	Structural Survey	08.07.20

List of Background Papers

Application file, consultations and policy documents referred to in the report.