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Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2017/0358/FUL	ITEM 1	
Proposal:	Change of use from Agricultural to C3 Residential. Demolition of existing modern metal sheds. Conversion of existing farm buildings to 10 no. dwelling units with associated landscaping.		
Address:	Ashwell Farmyard, Teigh Road, Ashwell		
Applicant:	Mrs S Tinkler	Parish	Ashwell
Agent:	Ross Thain, Ross Thain Architects	Ward	Exton
Reason for presenting to Committee:		Contrary to Development Plan Policy	
Date of Committee:		26 September 2017	

EXECUTIVE SUMMARY

As a proposed conversion of agricultural barns into residential use in a rural location, remote from a town or larger village, this proposal is contrary to the development plan. However, it enables the retention and reuse of a group of historic barns, with removal of adjacent modern barns of lesser quality, thereby enhancing the character and appearance of the Ashwell Conservation Area. Despite being adjacent to a restraint village, rather than a town or larger village, the site is also in a sustainable location.

These heritage and sustainability factors overcome the variance from the development plan. Other site specific matters are then addressed via the submitted plans and recommended conditions.

RECOMMENDATION

APPROVAL, subject to the prior completion of a planning obligation to secure:

- a financial contribution towards the off-site provision of affordable housing, in lieu of any on-site provision,
- a financial contribution for a Speed Indicator Device to be located on Teigh Road,

and subject to the following conditions:

1. The development shall be begun before the expiration of three years from the date of this permission.

Reason – To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 1015 -29 Rev.b, 1015-10 Rev. b (received on 10 October 2017), 1015-10a Rev. b, 1015 -11 Rev. b, 1015-12 Rev. a, 1015-13 Rev. a, 1015-06, 1015-14 Rev. b, 1015-15 Rev. a, 1015-16 Rev. c, 1015-17, 1015-30 Rev. b, and 1015-20 to 1015-28 (inclusive).

Reason - For the avoidance of doubt and in the interests of proper planning.

3. No converted building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority, by means of a sustainable drainage system. The submitted details shall:
 - (i) provide information about the design storm period and intensity, the method

employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- (ii) include a timetable for its implementation; and
provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime

Reason – To minimise the risks of flooding, via sustainable methods utilising natural drainage, and because a fully comprehensive scheme was not submitted with the planning application.

4. No development shall be undertaken except in accordance with the mitigation strategy for great crested newts set out in Section 9 of the Great Crested Newt Survey (Ecolocation: September 2016). Furthermore, no converted building shall be occupied until a mitigation scheme for owls and bats incorporating replacement roosting areas, has been implemented in accordance with details that have been submitted to and approved in writing by, the Local Planning Authority.

Reason: - In order to safeguard protected wildlife species and their habitats, and because the mitigation measures for owls and bats were not submitted with the planning application.

5. No external works shall be undertaken to the walls or roofs of the converted barns until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in these works have been submitted to and agreed, in writing, by the Local Planning Authority. Such materials as may be agreed shall be those used in the development.

Reason - These are prominent buildings of heritage value, where appropriate materials are a visually essential requirement, to preserve the character and appearance of the Ashwell Conservation Area, and because these details were not submitted with the planning application.

6. No development shall proceed on the conversion of barns B, C or D, except in accordance with the measures set out in the "Appendix V-Structural Survey", submitted with the planning application, including both the specified repair works and the retention of other features.

Reason: To ensure that necessary repair works are undertaken and that the structurally sound areas of the barns remain in place, thereby ensuring that the barns remain substantially intact and capable of conversion, in the interests of the preservation of their historic interest and because replacement of these barns with new-built dwellings would be contrary to development plan policy and would not have been granted permission.

7. No development shall commence on barn B or barn C, as identified on approved plan 1015-10 rev.b, (received on 10 October 2017) except in accordance with a scheme of historic building recording and conservation to Level C of the Historic England Guidance in "Understanding Historic Buildings – A Guide to Good Practice", or any subsequent guidance that supersedes this, which shall have been submitted to and approved in writing by the local planning authority. The scheme shall include a timescale for deposition of the record into the County archive.

Reason – These barns contain many historic features from their previous use as part of a model farm. This condition is therefore necessary to ensure that such features are

either recorded prior to removal, or retained in situ, and because such details were not submitted with the planning application.

8. No development shall take place until there has been submitted to and approved in writing by, the Local Planning Authority, a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837: 2012 Trees in Relation to Construction."

Reason -To provide a green and well landscaped context for the converted barns, thereby enhancing the character and appearance of this part of the Ashwell Conservation Area, and to assimilate the development into the wider rural area.

9. All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species.

Reason -To maintain a green and well landscaped context for the converted barns, thereby enhancing the character and appearance of this part of the Ashwell Conservation Area, and to assimilate the development into the wider rural area.

10. Notwithstanding the provisions of Article 3, Schedule 2, Part 1 Classes A, B, C, D, E, G, and H, and the provisions of of Article 3, Schedule 2, Part 2 Class A, of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to any of the dwellings, or provision of outbuildings or boundary treatments, shall be erected or carried out except in accordance with drawings showing the siting and design of such enlargement, improvement or other alteration which shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

Reason - Planning permission for conversion to residential use is only granted because of the benefits of retaining these historic buildings (non-designated historic assets). Such benefits to the character and appearance of the immediate area and wider countryside could be reduced by ad hoc additions and alterations.

11. No structure or other feature exceeding 0.9 metres in height shall be placed within the vehicular sight lines at either of the site access points, as indicated on approved plan 1015-10 rev.b (received on 10 October 2017).

Reason -To ensure the maintenance of inter-visibility between vehicles using the access and those in the existing public highway, in the interests of highway safety.

12. None of the new dwellings shall be occupied unless the two site accesss indicated on plan 1015-10A rev.B have been installed in accordance with the cross-section details indicated on that plan.

Reason: To ensure that bound, but porous, surfacing is used within 5 metres of the highway boundary, to avoid displacement of loose material onto the highway in the interests of highway safety, and to ensure that drainage is sustainable.

13.	Any gates provided at the vehicular accesses shall be inward opening only and shall be set back a minimum of 6 metres from the nearside edge of the carriageway. Reason: To enable vehicles using either access to stand clear of the carriageway whilst gates are being opened and closed, in the interest of highway safety
14.	Prior to first residential occupation of any of the new dwellings, the areas within the site identified for its associated parking and turning areas, shall be provided and retained at all times for that sole purpose. Reason: To ensure that appropriate facilities are available in the interest of highway safety, by avoiding any need for parking on the public highway
15.	None of the new dwellings shall be occupied until a scheme of off-site highway works intended to create a hardsurfaced footpath link into the existing pavements within Ashwell village, has been implemented in accordance with details that have been submitted to, and approved in writing by, the Local Planning Authority Reason: To provide a footpath link into the village, in the interests of promoting sustainable means of travel and highway safety.

Site & Surroundings

1. The application site (0.8 hectares) comprises a series of agricultural buildings and their associated farmyard, on the western side of Teigh Road. Historically, it was in the ownership of Lord Trent of the Boots family and was operated as a model farm. Site levels rise gently from south to north.
2. Four of these buildings are of traditional design and constructed in brick or stone. Other than some limited storage, most of these are now vacant. The exception is the westernmost barn which is currently occupied by a willow weaving business. Other buildings are of more recent functional construction, and are currently used for grain storage.
3. The site is outside the Planned Limits to Development of Ashwell village, but within its conservation area. None of the existing buildings are listed, but those of traditional design can be regarded as non-designated heritage assets.
4. The site is surrounded by open farmland to the north and west. Further west is the Oakham to Melton railway line, with some commercial buildings along the rail side. To the south is a short stretch of open farmland, two dwellings and the frontage of Whissendine Road. To the east, on the opposite side of Teigh Road, are the walled grounds of Ashwell Old Hall.

Proposal

5. The current proposal involves demolition of the modern agricultural buildings and the smallest of the four historic barns, with the other three traditional farm buildings then remaining. These are of varying sizes and, in total, are proposed for conversion into nine dwellings. The smallest barn is to be rebuilt, with an extension, to create the tenth dwelling.
6. Individual garden areas are provided for each new dwelling, including within the open area created by demolition of the modern buildings. Smaller new buildings are also

proposed, to provide car ports, garden storage and bin stores. Additional landscaping is provided at the north and west of the site.

7. These proposals have gradually evolved via discussions with the applicant, commencing before a previous withdrawn application for conversion into 14 dwellings (see below).

Relevant Planning History

Application	Description	
2016/0926/FUL	Change of use from agricultural to C3 residential. Demolition of existing modern metal sheds. Conversion of existing farm buildings to 14 no. dwelling units with associated landscaping.	Withdrawn 23 Dec. 2016

Planning Guidance and Policy

National Planning Policy Framework

Introduction	Achieving Sustainable Development
Section 6	Housing
Section 10	Climate Change and Flooding
Section 11	Natural Environment
Section 12	Historic Environment

The Rutland Core Strategy (2011)

Policies:

CS1	Sustainable Development
CS2	Spatial Strategy
CS3	Settlement Hierarchy
CS4	Location of Development
CS8	Developer Contributions
CS11	Affordable Housing
CS19	Design
CS21	Natural Environment
CS22	Historic Environment

Site Allocations and Policies DPD (2014)

Policies:

SP1	Sustainable Development
SP6	Housing in the Countryside
SP9	Affordable Housing
SP15	Design and Amenity
SP19	Biodiversity
SP20	Historic Environment
SP23	Landscape Character

Draft Local Plan

The Consultation Draft Rutland Local Plan completed its consultation stage on 25 September 2017.

Although it is a material consideration, it has not been subject to any post-consultation examination, and therefore carries only limited weight at this stage. It does not outweigh the current development plan.

Consultations

8. **Ashwell Parish Council** - three separate responses

30 June 2017 – Objection, on the following grounds:

- No change from previous application, other than reduction in the number of units
- 10 new dwellings is still too much for the cohesion of the village
- Ashwell is a small village in the Rutland Local Plan Review
- Development outside the planned limits to development of the village, would create a precedent for further such development
- Unsustainable location with limited facilities or employment
- No safe pedestrian access to the site
- Out of character and out of scale; removal of the modern buildings will open up views into the site, with its urban character and density detracting from the village
- History of flooding within the site
- This proposal doesn't meet the conditions set out for Class Q permitted development
- Loss of existing workshops within the barns, and loss of grain storage for the farm
- Suggest that the committee undertake a site visit.

24 August 2017 -Concerned at flood risk and unsustainable location

3 October 2017 – Further drawings of the proposed car ports and clarification of their materials is required, to enable the full impact on the conservation area to be assessed. Drawings indicating views into the site when approaching on Teigh Road from both the north and south should be submitted.

9. **Highway Authority**

No objection if built in accordance with drawing 1015-10A Rev. B, subject to the provision of a footpath link into the village and a financial contribution for the provision of a speed indicator device on Teigh Road.

10. **Lead Local Flood Authority**

The proposed sustainable drainage scheme is acceptable, subject to further details to be secured via a condition on any approval.

11. **Ecology Consultant**

Detailed amendments required to the scheme, to ensure that the submitted mitigation measures for loss of owl and bat roosts can subsequently be implemented. A condition is also required on any approval to secure implementation of the submitted mitigation measures for great crested newts.

12. **Historic England**

No comments, but please seek the views of specialist conservation and archaeological advisors, as relevant.

Neighbour Representations

13. Six letters have been received from village residents, raising the following grounds of objection:

- This proposal does not overcome the objections to the previous application for conversion to residential use
- Contrary to the County Council's sustainability policies
- Ashwell is a small village and conservation area; it should be protected from major development
- Insufficient facilities and infrastructure to support the proposed development

- No local need for the additional housing
- Ten new dwellings is a 10% increase in Ashwell
- Targets for new housing in the Oakham area are already met
- Unsafe pedestrian access
- Detrimental to the character of the village and to the northern approach on Teigh Road
- A Flood Risk Assessment is required due to the history of flooding on the site.
- Additional traffic hazard, as evidenced by the proposed speed warning indicator, and worsened by the proposed dual access points
- The buildings are not redundant
- Development Plan policy requires barn conversions to be in appropriate locations close to towns and large villages, not adjacent to a restraint village.
- Insufficient evidence has been provided that these barns could not be used for commercial purposes, or retained in agricultural use, rather than converted to residential
- Considerable reconstruction would be required
- Insufficient regard for the previous history as a model farm for Boots
- Fragmentation of the site into individual curtilages would be contrary to the character of the countryside.
- Proposed design is not sympathetic to the character of the barns, or of the wider conservation area.
- Car ports, flues and other changed roof features would have a negative impact on the character of the area
- No proposals indicated for developer contributions towards infrastructure improvements

14. One of these respondents also questions various details within the submitted Design, Access and Planning Statement.

Planning Assessment

15. The main issues are:
- Sustainability and the Principle of Development
 - Flood Risk
 - Highways and Access
 - Layout, Design and Conservation
 - Ecology and Landscaping
 - Developer Contributions
16. Other miscellaneous issues are then addressed together at the end of the report.

Sustainability and the Principle of Development

17. Decision making on planning applications should be based on development plan policies, unless other material considerations justify a departure from this.
18. This current application is for the residential conversion of redundant agricultural barns within the open countryside. Policies CS4 of the Rutland Core Strategy and SP6 of the Site Allocations and Policies Development Plan Document (SAPDPD) impose restraint on new residential development in the rural area, other than for some clearly identified exceptions.
19. One of these, specified in Policy CS4, is the conversion of rural buildings into commercial or residential use, where located close to towns and larger villages, and where the scale and design of the proposal is appropriate to the local area. This is to

ensure that alternative uses can be found for redundant farm buildings, to facilitate their retention and continuance of their contribution to the character and appearance of the rural area, but without resulting in unsustainable development in more isolated areas.

20. Given that this site is close to a restraint village (as identified in Policy CS3), rather than a town or larger village, the current proposal has to be regarded as a departure from the provisions of strategic policy CS4. Other relevant material considerations must therefore be assessed to establish if this policy remains paramount, thereby justifying a recommendation of refusal, or if there is any justification (based on these other considerations) for making a contrary decision.
21. Policy SP6 of the SAPDPD identifies detailed criteria that must also be considered. These are discussed below, before assessing the other material considerations. Any failure to meet the requirements of policy SP6 (in addition to being contrary to policy CS4) would require more significant other considerations before any departure from the development plan could be justified.
22. These criteria are that:

- (i) The buildings are permanent structures capable of conversion without major reconstruction

Other than rebuilding the smallest barn to deal with decontamination, the current proposal involves retention of the walls and roof of the historic buildings. Additional works then amend the fenestration. A structural survey submitted with the application indicates where repair work is necessary to these three barns but concludes that they are worthy of retention and can be converted without major reconstruction, after the specified improvement works have been undertaken. This criterion is therefore satisfied.

- (ii) The proposal is accompanied by evidence that efforts have been made to seek a non-residential use and that there is evidence that such a use is not viable

The applicant's supporting statement specifies that the historic barns are no longer suitable for modern agricultural practice, due to their size, configuration and low eaves height. There is no demand for commercial use of these barns, particularly given the current availability of commercial space within Oakham. No evidence is provided of attempts to market the site for office use, but it is accepted that a strong office market would be required for this extent of floorspace to be in demand. It is also accepted that the layout of the existing barns are not readily suitable for other commercial uses. This criterion is also satisfied.

- (iii) The site is well related to a town or larger village, or is on a regular public transport route

Ashwell is a restraint village, with limited facilities, rather than a town or larger village. However, the application site is on the route of the Rutland Flyer bus service, which operates ten buses per day between Oakham and Melton. The travel time is approximately 15 minutes to Oakham and 20 minutes to Melton. This criterion is therefore satisfied.

- (iv) There would be no detrimental impact on the character of the countryside.

This is addressed, below, in the section on "Layout, Design and Conservation", which concludes that this criterion is also satisfied.

23. The key other material consideration is the heritage benefit of retaining the historic buildings by finding a viable new use for them, and whether the number of new dwellings being proposed is a reasonable extent of development to balance against this. The conclusions to the section on “Layout, Design and Conservation” (below) are that this is preferable to leaving these buildings without such a new use and with the modern agricultural building still in situ in such a prominent location. With the scheme now reduced to 10 dwellings, rather than the 14 proposed in 2016, and with the environmental and amenity benefits outlined later in this report, this is now a reasonable extent of development to be balanced against those benefits.
24. The current proposal may be located in the open countryside, but it makes use of existing buildings, rather than new-build. It also provides the heritage benefit of removing functional modern buildings whilst maintaining (and improving the setting of) the historic barns (non-designated heritage assets). This all enhances the Ashwell Conservation Area, and accords with the “environmental role” set out in paragraph 7 of the National Planning Policy Framework as one of the three dimensions of sustainable development.
25. Furthermore, despite Ashwell being a restraint village, the relatively short journeys to either Oakham or Melton and regular bus service, mean that the application site is more sustainable than other locations within the rural area.
26. In tandem, these environmental and sustainability factors are sufficient to outweigh that part of Policy CS4 that presumes against the residential conversion of existing rural buildings that aren’t in close proximity to the towns and larger villages. Other than a limited justification for residential use rather than commercial, the current application also accords with Policy SP6.
27. Given all this, it is accepted that the current application is not in accordance with the relevant strategic policy, but this is outweighed by the other material considerations. Subject to satisfying relevant policies on the various detailed matters considered below, the principle of residential conversion can be accepted.

Flood Risk

28. A stream flows west to east via a culvert under the southern part of the farmstead, then under Teigh Road to the opposite side of the carriageway. It is not a “Main River” as identified by the Environment Agency.
29. Although the application site is identified as within Flood Zone 1 (low risk) on the Environment Agency Flood Risk Maps, neighbouring residents have drawn attention to recent examples of flooding. This is acknowledged in the applicant’s Design and Access Statement, which incorporates a brief Flood Risk Assessment. This specifies that much of the flooding is caused by surface water run-off from the current extent of concrete hardstanding
30. A proposed drainage scheme was also submitted with the planning application, based on sustainable drainage principles (SuDS). This includes replacement of the existing concrete areas with grass and permeable hardsurfacing, incorporating a series of soakaways. In principle, this is acceptable to the Lead Local Flood Authority, but further technical details are required. A condition is therefore recommended to secure a comprehensive SuDS.

Highways and Access

31. The two existing entrance points on Teigh Road remain in use within the proposed scheme, each providing vehicular and pedestrian access for five of the ten units. Unlike the current farmyard layout, there is no internal connection between these accesses.

Access to an adjacent dwelling in the same ownership is also provided from the southern entrance. Adequate parking and turning space is made available within the site for each of the proposed new dwellings.

32. The Highway Authority has raised no objection to these proposals, subject to standard conditions (including the maintenance of sight lines), intended to retain adequate access arrangements.
33. Objections on the grounds of no pedestrian access into the village are noted. The Highway Authority has therefore also requested a condition on any approval (recommended above) to secure the provision of such a link.
34. Finally, the Highway Authority has also requested a financial contribution for the provision of a Speed Indicator Device (SID) at the northerly approach to the village on Teigh Road. This is because the two accesses onto Teigh Road are at a point where southbound vehicles would be entering the 30 mph zone but may still be travelling above this. The SID can be secured via a Planning Obligation, as in the recommendation at the front of this report.

Layout, Design and Conservation

35. Although none of the historic barns are listed, the site is within the Ashwell Conservation Area. Consequently, the Local Authority has a duty imposed by Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, to pay special attention to the desirability of preserving or enhancing the character and appearance of the Area. This carries more weight than the usual material considerations to be addressed via any planning application.
36. A key benefit of the proposal is removal of the modern agricultural buildings within the centre of the site. These do not make a positive contribution to the character and appearance of the area, and their removal also enhances the setting and visibility of the historic buildings.
37. There are four retained barns in total, all from the Victorian era. The three most substantial are:
 - Barn B – A brick built structure at the west of the site, proposed for conversion into four two-storey units. It has a particular historic interest, described in more detail below.
 - Barn C – A two-storey ironstone building oriented east-west across the centre of the site. It is proposed for conversion into three two-storey dwellings with limited fenestration change.
 - Barn D – A more modest, single-storey range, oriented north-south along the highway frontage. A smaller single storey element at the south (stone) and part of a taller single storey element at the north (brick) are proposed for conversion into a part single-storey and part two-storey dwelling, with the remainder of the northern section converted into a two-storey dwelling. At present, the west elevation of this range of barns is mainly open. This would be filled in partly with timber cladding and partly with glazed screens, thereby helping to maintain some of the open character.
 - The fourth building (Barn A) is a small brick structure on the highway boundary at the south of the site. Given some diesel contamination, it is proposed to demolish and rebuild this. A side/rear extension is also proposed to provide enough floorspace for a small single storey dwelling.

38. Separate ranges of car ports are then proposed at the north and south of the site.
39. Overall, limited change is proposed to the fenestration of these barns, thereby facilitating residential use whilst retaining their historic character. Other historically significant features have also been retained.
40. This would all maintain the existing layout of historic barns, with the centre of the site opened up to provide more appropriate views than that of the existing modern barns. To the north and south of this, the existing roadside character is maintained given that the new dwellings in barns A and D face into the centre of the site and limited new fenestration is proposed on the highway frontage. A further sense of enclosure is provided by the new range of car ports at the north and south; these also face into the centre of the site, with only limited visibility of the cars from outside the development.
41. This layout is therefore acceptable, with the proposed boundary treatments for the individual curtilages (1.2 metre stone wall) intended to provide a demarcation of private space whilst still maintaining the overall open character of the site. The proposed layout thereby enhances the character and appearance of the Ashwell Conservation Area, including views into and out of the site.
42. A condition is recommended, however, whereby permitted development rights are removed for alterations, extensions, outbuildings and boundary treatments throughout the site. The removal of such rights for extensions and alterations is intended to maintain the historic character, whilst removal of such rights for outbuildings and boundary treatments is intended to maintain both the open character and views of the historic buildings. External storage facilities are available via individual storage areas incorporated into the proposed car ports.
43. Removal of these permitted development rights would impose a constraint on the residential amenity of each new dwelling, particularly as the limitation on boundary treatments would impact on the privacy of individual garden areas. However, this is not unreasonable, as any permission without such protections in place to protect the non-designated heritage assets (historic barns) and the wider conservation area, would fail the special duty imposed on the authority by the 1990 Act.
44. Barn B is of particular interest. It was formerly used as a cow shed and milking parlour, and it retains some of the features of how the site was previously used as a model farm. This includes metal tracks, via which feed and other products were wheeled along. The structural survey submitted with the application identifies necessary areas of repair before concluding that despite being in the poorest condition of the historic barns, it is the most attractive and can be retained after substantial repairs. These repairs include the replacement of roof trusses. Further proposed works include the introduction of a range of windows in the east elevation to match that on the west elevation. This will unify and improve the overall appearance of the barn, despite the conversion to a new use.
45. Barn A also contains a number of features of heritage interest.
46. The Council's Conservation Advisor is in agreement with the proposed conversion to residential use, subject to the recommended condition (above) which requires a more detailed historic building recording to be undertaken for Barns B and C.
47. The additional information requested by Ashwell Parish Council regarding car ports has been received. However, the applicant has not been asked to provide the additional street views requested by the Parish Council, as this would be an unreasonable requirement when sufficient information is already available to your officers to enable the impact on the Conservation Area to be fully assessed. The applicant has, nevertheless,

been given the opportunity to provide these if they so wish. In response, they have commented that the site is well screened from the north, and that views from the south are enhanced by the removal of the modern barns.

48. Overall, the current application provides an opportunity for the proposed new use to maintain the existing historic barns and their contribution towards the character of the area. This is further enhanced by removal of the modern barns. This all satisfies the special duty imposed on the Council. As such, the proposal enhances the character and appearance of the Ashwell Conservation Area. The Council's Conservation Advisor accords with this conclusion.

Ecology and Landscaping

49. An Ecology Report submitted with the application examines the potential impact on owls, bats and great crested newts, with a mitigation strategy identified for all. This is incorporated into a recommended condition at the start of this report, but it is also necessary for this condition to require prior approval of replacement roosting areas for owls and bats, given that proposed internal works within the barns would currently remove these.
50. Additional landscaping is proposed in selected parts of the site, to enhance views into and out of the development. Insufficient detail is included, however, so a condition is recommended to secure the provision of a more comprehensive scheme.

Developer Contributions

51. This proposal generates a requirement for 35% affordable housing to meet local housing need. However, as the number of units is not more than 10, this can be provided off-site through a commuted sum calculated according to the Council's Supplementary Planning Document on Planning Obligations. The Council's Strategic Housing and Enabling Officer is progressing this with the applicant. The requirement for such a contribution is included in the recommendation at the front of this report. Members will be updated via the addendum report.

Other Considerations

52. Other than the diesel contamination at Barn A, the submitted Contamination Report has not identified anything of concern.
53. A desk based archaeological survey was submitted with the application. Members will be updated via the Addendum Report on any further such investigation that may be required via a condition on any approval.

BARN B



Rev	Date	Details	Drwn
B	10.10.17		

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Job Title
Ashwell Manor Farm
Teigh Road
Ashwell
Oakham

Scale : 1:200@A1 Date : March 2017
Drawn : SW

Drawing Title :
Proposed Site Plan

Drawing No :
1015 - 10 Revision : b

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