

PLANNING APPLICATION REPORT



ITEM: 02

Application Number: 13/00265/LBC

Applicant: Mr and Mrs Truscott

Description of Application: Demolition of single-storey garage, pasty shop and lean-to and construction of detached MOT garage/car sales together with repair and restoration of Hooe Barn to form retail unit and café and creation of car parking and associated landscaping (revision to application 12/02048/LBC). (Readvertised due to amended plans showing changes to window openings on north and east elevations)

Type of Application: Listed Building

Site Address: HOOE BARN, HOOE ROAD PLYMOUTH

Ward: Plymstock Radford

Valid Date of Application: 15/02/2013

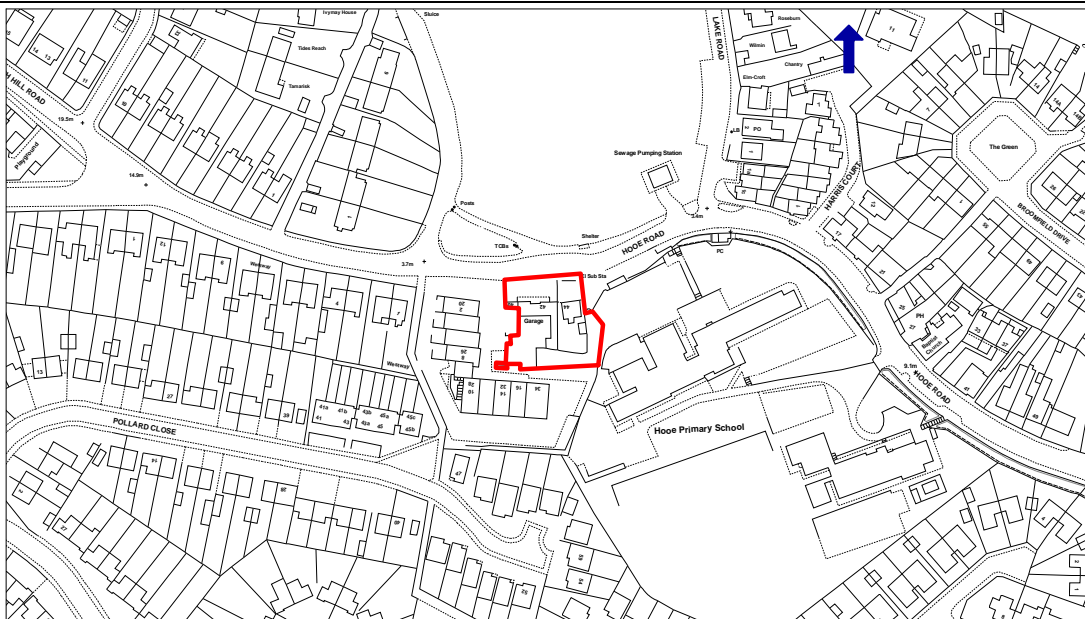
8/13 Week Date: **12/04/2013**

Decision Category: Member Referral

Case Officer : Olivia Wilson

Recommendation: Grant Conditionally

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This application has been referred to Planning Committee by Councillor Ken Foster.

The application was considered at Planning Committee on April 4th 2013 and was deferred for the following reasons: a) to negotiate the removal of the proposed window on the north side of the building; b) to carry out further community engagement; c) further negotiation to change condition four of application I3/00264/FUL in order to limit the use of the MOT centre to MOT testing only with associated minor repairs linked to the MOT operation d) to negotiate the phasing of the development to ensure the barn is properly restored;

A follow-up meeting was held between officers and the applicant on April 17th to discuss the deferment reasons.

The applicant has subsequently made amendments to the scheme to address these points.

a) To negotiate the removal of the proposed window on the north side of the building

The size of the window in the north elevation has been reduced from 1.8m wide to 0.75m wide on the external wall with a splayed reveal opening (2.4m wide internally) and from 4.2m high to 3.8m high. The reveals around the opening will be stone and a single pane of glass can be used with a hidden aluminium frame.

The two windows in the east elevation have also been amended to retain them as slit openings on the outside, with splayed reveals to the inside.

Further justification has been set out to retain a smaller window in the north elevation. The Barn is Grade II listed which means that it is considered to be a nationally important building of special interest but not of such significance as a Grade I or Grade II* building.

The proposed change of use of the Barn to a commercial unit should be weighed against its protection. The applicant considers that it is imperative that there is a visual link between the outside and the inside so that the use and function of the Barn will be obvious to passers-by. Currently, the whole elevation is obscured by the lean-to structure with plenty of signage. The applicant further feels that the removal of the lean-to and signage should be balanced against the insertion of a modest-sized window. The window should reduce or remove the need for signage on this elevation.

The results of the consultation events show that there is a consensus of opinion in favour of a window opening.

Officers consider that the reduction in the size of the window opening on the North elevation reduces the intrusiveness of the opening but still provides a visual link between the commercial activities within the Barn and the public realm in front of the Barn. Having a splayed opening will allow natural light into the Barn, and will mirror the historic slit openings elsewhere on the Barn.

The justification for the window submitted by the applicant is considered to set out a sufficient justification to retain a smaller opening. It is noted that the opening is required to support the change of use, and also to provide a window to the street. Officers consider that the proposed change is in conformity with the NPPF which states that harm or loss to a heritage asset can be justified to bring a site back into use. In this case, officers consider that the harm to the fabric of the building should be weighed against the benefits of bringing the Barn back into use and the public benefits of a retail/ café use. Officers also note the public support for the window stated at the recent consultation event.

The alteration to the window openings on the east elevation to slit/ splayed openings are also considered to be a positive amendment

a) To carry out further community engagement

Further community consultation has been undertaken since the last Planning Committee of April 4th. Plym Valley Heritage has run three public events: 1) an exhibition of plans at a talk on 18th April (19 attended); 2) a presentation to Saltram House volunteers on 25th April (about 50 attended) and a public exhibition at Hooe Baptist Church Hall on 3rd May from 2pm – 6pm at which the amended plans were exhibited and the applicant and agent were on hand to answer questions (88 attended). A questionnaire was handed out at these events, and a total of 102 completed questionnaires were returned. Of these, 95 expressed support for the development (with 7 against) and 85 expressed support for a window in the north elevation (with 14 against).

The Society for the Protection of Ancient Buildings (SPAB) has also submitted revised comments on the amended design. They are pleased to note that the slit windows on the East elevation are to be retained and not altered to become larger openings. The reduction in the scale of the new opening in the North (street) elevation is also welcome.

c) Further negotiation to change condition four of application 13/00264/FUL to restrict use of the MOT garage to exclude bodywork repairs

This issue is considered in the accompanying planning application.

d) To negotiate the phasing of the development to ensure the Barn is properly restored

Condition 20 (Completion of Specific Works) has been revised to require further restoration works to be undertaken in addition to roof repairs before the MOT garage is brought into use. These additional works are to make good and repair the north elevation of the Barn following the demolition of the lean-to garage, and to remove all vegetation. While Planning Committee requested that the Barn be fully restored prior to the MOT garage operating, officers appreciate that this would not be commercially viable for the applicant. Restoration of the Barn roof and removal of vegetation will make the Barn watertight and prevent further deterioration.

Overall, officers consider that the applicant has responded adequately to the amendments requested by the Planning Committee through submission of revised plans, additional justification and agreement to amended conditions.

Further amendments to the Officer's report

The following amendments have been made:

In the Consultation section, the Society for Ancient Building's (SPAB) comments on the original proposals have been added (the comments were in the previous addendum report). Amended comments from SPAB have also been included.

In the Letters of Representation section, for the point of clarity, the number of letters of objection and support has been confirmed.

Site Description

Hooe Barn is a Grade II listed Elizabethan threshing barn located within the Hooe Local Shopping Centre adjoining Hooe Road.

Proposal Description

Demolition of single-storey garage, pasty shop and lean-to and construction of detached MOT garage/car sales together with repair and restoration of Hooe Barn to form retail unit and café and creation of car parking and associated landscaping (revision to application 12/02048/LBC).

Pre-Application Enquiry

Pre-application advice was sought and the Council's advice was that the principle of demolishing the existing garage and erecting a new purpose-built garage/ MOT centre would be acceptable. The reuse of the Barn was considered positive and that a retail/café use would be acceptable in principle. The proposal to keep the Barn as one large open space was welcomed.

A meeting was held with the applicant following withdrawal of the earlier application to discuss revisions to the application. Revisions to parking layout, the addition of car sales, the café, design of windows, and hours of operation were all discussed.

A site meeting was held on the 8th Feb 2013 with a representative from the Society for the Protection of Ancient Buildings. Their advice was that some intervention to the building would be necessary to make the use commercially viable, but that intervention should be kept to a minimum.

Relevant Planning History

12/02048/LBC – Demolition of single-storey garage, pasty shop and lean-to and construction of detached MOT/Car repair garage, together with repair and restoration of Hooe Barn – withdrawn.

12/02047/FUL – Demolition of single-storey garage, pasty shop and lean-to and construction of detached MOT/car repair garage together with repair and restoration of Hooe Barn to form commercial space and creation of car parking and associated landscaping - withdrawn.

I3/00264/FUL - Demolition of single-storey garage, pasty shop and lean-to and construction of detached MOT garage/car sales together with repair and restoration of Hooe Barn to form retail unit and café and creation of car parking and associated landscaping (revision to application I2/02047/FUL) – under consideration.

Consultation Responses

The Highway Authority does not object to the application as sufficient parking spaces are provided for the uses proposed and the proposals do not generate a significantly greater number of trips than the current uses. It requests that the car sales area shown on the plans should be controlled by condition to avoid customer parking spaces being taken up by car sales. A further condition will be required for highway works to extend the traffic island and resurfacing of the footway.

The Public Protection Service does not object to the application but requests conditions to protect residential amenity during construction and when the uses are operating, and to ensure that adequate land remediation is carried out prior to commencement of development. It notes that the proposal includes a café use, but does not provide details of ventilation.

The Society for the Protection of Ancient Buildings (SPAB) comments that the impact of the opening in the north elevation may be overpowering as currently designed and it may therefore be beneficial to consider reducing its scale. A reduction in the size of the opening might help to retain the agricultural character of the Barn. For the same reason it could also be suggested that the impact of the car parking and the commercial treatment of the area created by the demolition of the garage might adversely affect the setting of the Barn if it is not handled sensitively. SPAB recognises that there is a need for inclusive access and parking for disabled visitors, but more could be done to soften the area around the Barn so that the Barn is clearly read as the main feature of interest on the site. Care will be needed to ensure that the site does not end up with an overly commercial character. The use of materials with a more rugged and agricultural feel could help in this regard. Similarly, where other slit windows exist they should be retained as such. They would suggest that as the animal stalls are an important part of the building's heritage then consideration should be given to ways of imaginatively re-using the stalls elsewhere. Overall, SPAB's main concern is that the Barn should not become overtly commercial in terms of its appearance.

Since the Planning Committee of April 4th, the Society for the Protection of Ancient Buildings has submitted revised comments. It notes that the amended designs appear to be an improvement on the previous version of the scheme. They are pleased to note that the slit windows on the East elevation are to be retained and not altered to become larger openings. The reduction in the scale of the new opening in the north (street) elevation is also welcome.

Representations

103 letters of objection were received, with 6 letters of support.

The following concerns were raised:

- Concerned about the safety of pedestrians using the pavement from cars entering and leaving the site. It is a busy pavement used by school children at Hooe Primary School.
- There is not enough space for 8 parking bays between the front of the Barn and the pavement.
- The Barn is a listed building and should not be altered. The buildings to be demolished are also listed because they are attached to the Barn.
- There is currently little regulation of parking around the present garage, so residents are concerned that parking restrictions will be ignored with the new proposal.
- There could be a danger to road users from vehicles entering and leaving the site.
- The driveway acting as a service road and parking area behind the shops/ flats will be reduced in size which will impact on residents who live and park their vehicles there.
- The demolition and construction works will cause disruption to road users and pedestrians. There will also be disturbance to the nearby businesses.
- An MOT station would generate more traffic and congestion than the present garage as a viable MOT garage would require many customers a day to sustain it.
- The proposal does not appear to have a community use as was agreed when originally purchased by the owner.
- The west end of the Barn is landlocked therefore the door cannot be used for the purpose of the business.
- The application fails to take into account the loss of local services including red diesel provision for agricultural machines and the boating community. It is one of the few businesses to serve marine diesel which is also used for agricultural machines. Removal of this facility would greatly increase costs to farmers.
- There will be employment loss from the proposal as the existing employees of the garage and shop would lose their jobs.
- The proposed area is subject to flooding. The road in front of the site floods easily.
- Turning space for heavy vehicles is limited.
- The development will destroy the rustic look of Hooe Village.
- The loss of a facility that has been at the heart of the local community for years would be a gap not easily filled.
- It seems redundant to knock down the existing garage with a new one that provides fewer services and more congestion. The current garage provides MOT tests as well as repairs and vehicle maintenance and car sales, a paper shop and pasty shop. Reducing the number of services is a great inconvenience to the local residents and will suck the life out of the village.
- The design of the new building does not fit with the rural character of the village. It is an industrial-looking block.
- Further retail development will affect the viability of the existing businesses.
- Public money has been allotted to the restoration of the Barn but no repairs have been carried out. Why is demolition of existing buildings required to restore the Barn?

- An MOT station would be noisy and not helpful to the community feel of the village.
- The proposed plans will have a detrimental effect on the appearance and value of Hooe Barn. The Barn has an established character and significance within the community that would be destroyed by this application. This vital piece of history would be lost.
- 8 parking spaces would not be enough to service a small shop and garage.
- This retail unit is not ideally situated and could end up sitting empty. What will happen to the Barn then?
- There is no need for more retail space in the village.
- Plymouth City Council sold the Barn on the understanding that it would be for community use.
- The proposed large window will not be sensitive to the building or its history. It will take away the authenticity of the Barn, turning it into just another shop.
- Due to recent changes in the layout of Hooe Road access to the site has been hampered due to the positioning of a bus bay next to a traffic island.
- The application gives no information about the proposed use of the Barn.
- There is no provision for waste storage and collection and deliveries.
- How does the application benefit local people?
- The shops that were on the ground floor of the flats behind the Barn were converted into residential. Don't want the same change of use to happen here.
- There does not appear to be a plan which shows clearly how the location of the proposed development relates to the recently altered junction and new mini-roundabout at nearby Barton Road. There is one plan showing the old and the new road layouts superimposed but no clear indication as to how it relates to the application site.
- Because of the location of the adjacent re-located bus stop and its proximity to the parking access for users of the proposed Barn redevelopment vehicles exiting and turning right (eastwards) from the parking area could well find their view of traffic approaching from the west completely obstructed by a waiting bus-giving the potential for a serious accident to an unwary or careless driver.
- No proper heritage statement has been included with the application to justify the works proposed.
- The proposed window in the north elevation of the building is an unjustified intervention in the historic fabric of the building.
- The scale of the proposed MOT garage is detrimental to the setting of the Barn.
- Velux windows are not appropriate for a listed building.

Comments of support raise the following points:

- Supportive of overall principle but would like to see the roofline of the new garage reflect the Barn with a change of slope such as shown on application 11/01235/out. Suggests that traffic will be a concern but that this relates more to the Hooe Lake Quarry development. The City Council should undertake measures to improve public parking in the area.
- The proposed viewing window in the north elevation of the Barn should be free of posters and advertising in perpetuity.
- It is important that vehicles are able to enter and leave the site in forward gear.

- The Council should consider double-yellow lining Hooe Road along the whole frontage of the site to prevent illegal parking and place bollards on the footpath and the traffic island.
- The new bus bay has not done anything to improve the situation at this junction and obscure the views of drivers.
- The owners could engage the view of the community on the type of retail/community uses.

Analysis

1. The Barn is thought to have been constructed during the Elizabethan period as a threshing barn near the banks of Hooe Lake, forming part of Hooe Manor. It is one of only four such barns in the country. A chapel was built about 1380 but was destroyed in the Civil War. It is thought that the granite arched doorway jutting out from the South West corner of the Barn dates from this chapel, and later formed the gateway between the upper and lower farmyard. Shippens (smaller barns for livestock) were constructed on the north west, south west and north east walls of the Barn, although only the south west and north east shippens remain.
2. The garage and newsagents shop were built in the 1930s and much of the farmland was sold for housing following the Second World War. The farm remained in agricultural use until the 1960s when the farm and associated buildings were sold to Wimpey's. The farmhouse and outbuildings were demolished but following a local campaign the Barn was saved and became a listed building. Hooe Lake was infilled in the 1960s to create the green recreation area on the opposite side of Hooe Road.
3. In the 1970s efforts were made to find a community use for the Barn but no viable use was found. In 1987 Wimpeys sold the Barn to Plymouth City Council for £150 but the shop and garage to the north and east of the Barn remained in private ownership. The Barn was sold to the present owner in 2010.
4. The Barn is orientated with doorways on an east-west orientation, to catch the prevailing westerly winds to create a draft for threshing and winnowing. The West door is slightly higher than the east door, suggesting that loaded wagons entered from the west side and exited to the east. Inside the west door is a beam which extends across the opening just above door height. This was used to hang cloths to control the draught. There is also a grease cupboard in the wall which was used to grease the leather straps of the threshing machine.
5. The threshing floor would originally have been of oak planks but this has gone. The floor is mainly cobbled, but with some flagstones. Pigeon holes are incorporated in the North wall for the pigeons to roost. The slit windows in the North elevation were designed to provide light whilst keeping out the worst of the weather. Some of the windows were blocked up over the years.

6. The thick walls are of limestone rubble which taper to the top. The walls would have been at one time lime plastered and white washed. The half-hipped and gabled slated roof was replaced in the 1960s so many of the original oak timbers have been lost.
7. The north elevation of the Barn is set back about 11m from the edge of the footway on Hooe Road. There are currently 3 separate vehicle cross-overs, two serving the garage and the third providing access to the pasty shop forecourt. The north elevation is currently obscured by the garage and newspaper shop, that span the whole elevation (the existing garage and shop are 3m high, 5m deep and 21m across). The garage offers car repairs, car sales and sells fuel with fuel pumps on the forecourt selling red diesel.
8. On the west side of the Barn is a wide pedestrian path (in private ownership) providing access to the west door of the Barn, the south-west shippen, and the row of shops that form Hooe Local Centre. The path follows around the south side of the Barn to provide access to flats at the rear.
9. The pasty shop is a detached single-storey building located to the east and forward of the Barn, with the frontage in line with the front of the garage. Behind the pasty shop is a yard with a lean-to store against a stone retaining wall that is thought to be part of the historic farmyard. The height difference between the yard and the upper courtyard behind the retaining wall is about 1.5m.
10. The north-east shippen is used by the garage as a store and is not visible from the outside because it is obscured by the garage. The south-west shippen and the Barn are vacant.

The proposal

11. The proposal is to demolish the later additions to the Barn (the garage, pasty shop and lean-to) and expose the north and east elevations of the Barn in order to return it to its original appearance, increase its public visibility and support a commercially viable change of use.
12. The works to the Barn include: repairing the roof, walls, reinstating and opening up former windows, replacing the roof lights and providing a new floating floor in the Barn. It is proposed to create a new 4m high window opening in the north elevation facing the road in order to create a more public frontage to the Barn. The proposed use for the Barn is for retail with a cafe. The south-west shippen will be a craft shop. The north-east shippen will have a disabled toilet for use by staff and customers of the Barn and can be used as a kitchen for the cafe. A privy on the outside east wall will be removed.
13. The proposal has been revised from the previous scheme (12/02048/LBC). The main changes are:
 - The MOT garage has been set further back on the site to create more car parking space to the front.
 - Three car sales spaces have been provided.

- The area for deliveries has been moved from in front of the Barn to the front of the garage.
 - The internal arrangement within the north east shippen has been revised to enable a kitchen to be installed to serve the café.
 - The window opening in the north elevation of the Barn has been reduced in size from 3m wide to 1.8m wide and from 4.65m high to 4.2m high. The rooflights have also been reduced in scale to match the existing rooflights.
 - The use as retail and café has been clarified, with a plan showing an indicative café layout.
 - Glazing has been removed from the west elevation of the MOT garage to reduce visibility to the garage.
 - The 'privy' has been removed from the east wall.
 - A pedestrian path across the forecourt has been added to provide a clear pedestrian route to the Barn's east entrance.
 - Access to the east side of the Barn has been clarified, with steps added from the forecourt to the east door.
 - Refuse storage and cycle parking have been repositioned.
14. It is proposed to replace the existing garage with a new 3 bay MOT garage that will be set back from the front of the Barn to be subservient to it. The area to the front of the Barn will become a parking area with a paved pedestrian path providing a clear route from the footpath to the east door of the Barn.
15. The garage will be set back from the north wall of the Barn by about 8m, and will be at least 2.5m from the external wall of the north east shippen. It will be clad in stone to 3m high with flat cladding panels above. In order to achieve a level area for the garage, part of the upper courtyard will need to be excavated by about 1.5m, extending back from the current retaining wall by about 10m and 15m across. The existing stone retaining wall will be demolished.
16. The garage will have a shallow pitched roof, 6m high at the ridge, which will be of standing seam zinc with a double-glazed ridge light.
17. There will be 3 MOT bays within the garage with a reception, waiting area and toilet set back by 5m to the side and a secure tyre store at the rear. The frontage of the garage will be 12m with a further 3m width for the reception area. The garage will be 18m deep. The west elevation (facing the Barn) will have high level windows. From the south elevation, the garage will only appear to be 4.5m high as it will be cut into the slope.
18. The garage forecourt area will be 19m from the street frontage to allow parking in front and deliveries. There will be 4 customer parking spaces for the MOT garage, with 3 car sales spaces along the east boundary. There will be space for deliveries to be made in front of the MOT garage and also space for refuse lorries. The forecourt area in front of the Barn will be 11m width from the street frontage, with seven customer parking spaces. There will be two disabled parking spaces, one for the Barn and one for the MOT garage. A pedestrian path (1m wide) will lead from the footpath to the east entrance of the Barn to provide a clear pedestrian route over the forecourt.

19. The forecourt surfacing will be of bitumen macadam while the paving will be permeable block paving. Two new vehicle crossovers will be provided and the existing crossovers restored. One crossover will serve the MOT garage and the other the Barn. An existing traffic island will be extended to prevent vehicles turning right out of the Barn parking area.
20. The Barn is 9m high to the roof ridge with tapered walls that are 5.5m high to the eaves. Internally, the Barn is 5.5m wide. Externally, the Barn together with the entrances and shippens is 18m wide and 24m long. It slopes down inside from south to north.
21. The north elevation has a half-hipped roof and 3 existing high level arrow-slit windows. It is proposed to glaze these windows.
22. The current garage and shop that spans the width of this elevation will be demolished and the fuel pumps and underground tanks will be removed. The pasty shop will also be demolished. The existing paving on the forecourt will be removed.
23. A new window opening is proposed in the north elevation that will be 4.2m high and 1.8m wide. The east elevation will have 6 rooflights along the main roof and one small rooflight above the doorway. Two former blocked up windows will be re-opened below the eaves. The east doorway will be accessed via 4 steps. These will be 1.4m wide and 0.75m high. The east doorway itself will be 2.5m high. The privy that is built on the east wall adjacent to the east door will be demolished.
24. The north-east shippen will have a doorway entrance, a glazed full height window (in a former door opening) and a window. The plans for this shippen have been revised to amend the internal layout of the space. The walls will be painted with a lime-based paint and a floating floor installed. The revised plans show that the stalls and dividers will be removed in order to create sufficient clear wall space for fittings. The revised plans also show a revised position for the toilet and the lobby. There will be a step up into the lobby and then a level access through to the Barn. The windows will be timber window frames with toughened glass. The doorway will be of timber and made to match the original with a glazing panel.
25. The west elevation has a level access from the pedestrian path to the side. The doors are 3.5m high and 2.5m wide, with 6 rooflights along the west roof. The south west shippen is at the upper courtyard level with a step up to it. There will be a doorway and window. The floor will be a floating floor. The walls will be repaired and painted with a lime-based paint to a height of 2.1m. The window will be a timber-framed top-hung casement of 1m high and 1.5m wide with toughened glass. The door will be made of timber to match existing with a small glazed panel. The stalls and dividers will be painted with an oil-based paint. The south elevation will be unchanged.

26. Internally, the walls will be painted up to a height of 2.1m with a lime-based paint leaving the upper stone walls exposed. The floor will be covered with a floating timber floor with part covered by a panel of toughened glass to expose the original floor below. In order to provide safe access throughout the Barn there will be a need to install ramps between the upper and lower levels. The existing windows and the two re-opened window openings on the east elevation will be glazed with double-glazed timber-framed windows.
27. The main doors into the Barn on the east and west elevations of the Barn will be restored and replaced, although an exact match will be made for the right-hand door of the west elevation. There will be a fully glazed glass screen inside each doorway with a single glazed entrance door. During opening hours, the wooden external doors will be kept open.
28. The roof of the Barn will be repaired with the slates relaid/ replaced and new conservation rooflights installed (4 to be electronically operated, 4 fixed). Roof insulation will be laid between the rafters with 12.5mm thick plasterboard. The new opening in the north elevation will have a fixed glazed window. A new internal door will be constructed between the Barn and the north east shippen to match the existing.
29. Two small refuse stores will be provided – one adjacent to the garage reception by the east wall and the other adjacent to the east door of the Barn. This latter area will be excavated to a depth of about 1.5m.
30. The granite arch that is attached to the south west corner of the Barn will be repaired using a lime-based mortar.

Planning considerations

31. The main considerations with this listed building consent application are the impact on the setting of the listed building, the fabric of the listed building and underlying archaeology.
32. Other planning considerations (principle of the development, transport and highways, employment and impact on amenity) are considered in the accompanying planning application (13/00264/FUL).

Impact on the setting of the listed building and the fabric of the building

33. Policy CS03 states that the Council will safeguard and where possible enhance historic environment interests and the character and setting of areas of acknowledged importance.
34. The NPPF Para. 131 states that local planning authorities should take account of:
 - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.

35. Concern has been raised that the application does not include a clear heritage statement setting out a justification for the works to the listed building. There is also no reference to the listed building description. Officers consider that while a clearer, more comprehensive heritage statement would be beneficial, however, the Design and Access Statement, together with the accompanying historical account of the Barn and the detailed specification of works, provides a clear statement of the works proposed and how these will respect the historic fabric of the building.
36. While the existing newsagents and garage are technically listed because they are attached to the Barn, they have little historic significance in themselves and officers consider that their demolition will bring benefits to the setting of the listed Barn. The demolition of the garage will reveal the north elevation of the Barn to public view and it is the officer's view that this will enhance the setting of the Barn by opening it up. The east elevation of the Barn will also be exposed by the demolition of the pasty shop and lean-to. The demolition will need to be carefully undertaken to allow a full structural survey of the Barn to be properly undertaken together with a detailed recording of the building and its site (this can be required by condition). Once this has taken place, the archaeological works can take place to the east of the Barn where the garage will be located.
37. The proposal for a retail unit, café and craft shop will enable a commercially viable use for the Barn which will enable its restoration. Officers consider that the proposed retail and café use is consistent with the conservation of the Barn.
38. As the Barn is in such a poor state of repair, the restoration and repair works will need to be undertaken very carefully in order to avoid further damage to the fabric during the works and to ensure that the fabric is properly preserved. Many of the proposed works to the Barn and shippens should be conditioned to require further details to be submitted before the works are undertaken so that the Local Planning Authority can be sure that the works will be undertaken in a way that will protect and enhance the fabric and character of the building. Details required by condition should be required for works to the floor, walls, roof, insulation, windows, doors, and rainwater goods.
39. Officers consider that the new garage to the side is set back far enough from the Barn frontage that it will not detract from the setting of the Barn. Officers recognise that the forecourt in front of the Barn will be dominated by parking which will detract from the historic setting, but this is required for the commercial viability of the site and to reduce off-site impacts from car parking. Details of the external materials of the building can be requested by condition.
40. Historic records show that the Barn was part of a farmyard and manor and there is a chance that historic artefacts exist within the site. The demolition of the garage, shop and lean-to provides an opportunity to carry out archaeological surveys. This can be required by condition. Archaeological works can also be undertaken within the Barn while works to the floor are undertaken.

41. The main proposed change to the fabric of the building is the insertion of a large window in the north elevation of the building. Officers note that the window will be 4.2m high and 1.8m wide which is a significant intrusion into the fabric of the building. Officers recognise that an opening in this elevation is necessary to make the internal use of the Barn visible to the public realm, to achieve an active frontage with the street and to enable commercial viability of the use. The NPPF states that substantial harm to a designated heritage asset should only be allowed where it is necessary to achieve substantial public benefits, including bringing the site back into use. Officers consider that the benefits of bringing the Barn back into use and restoring its fabric outweigh the harm to the fabric of the building from creating the new opening. Details of the works associated with the window opening and glazing can be required by condition.
42. Officers consider that the proposal to retain the stalls and troughs within the south west shippen is positive, but it is unclear as to how these will be incorporated into the layout of the shop. Details can be requested by condition.
43. The plans for the north east shippen have been revised to remove the troughs and stalls in order to enable a kitchen to be installed in this area. While it is regrettable that part of the historic fabric will be lost, officers consider that the public benefits of the café use will outweigh the loss of the historic fabric in this instance.
44. The preservation of the archway is welcomed, but will need to be undertaken carefully in order to prevent any damage. Officers consider that a condition can require details of works to be submitted.
45. Overall, the works proposed should be seen within the context of the fact that the Barn has been empty for such a long time and that repairs are urgently required before the condition of the Barn deteriorates further. The benefits of bringing the Barn back into use and achieving much needed repairs to the historic fabric outweigh the harm to the fabric caused by the insertion of the new window opening and the erection of the new garage to the side. Officers recognise that the proposal requires alterations to be made to the building but consider that these are justified in order to secure the Barn's future. The substantial public benefits arising from the proposal in this case justify the alterations to the building's fabric.
46. In order to ensure that the repairs and conversion of the listed building are secured alongside the construction of the new garage, a phasing condition is proposed to tie the two aspects of the proposal together.
47. Human Rights Act - The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Section 106 Obligations

None

Equalities & Diversities issues

The proposal includes disabled parking spaces and makes adequate provision for disabled access to the Barn, balanced against the constraints of the layout of the listed building. While the east door will be accessed by steps rather than a ramp due to the difference in levels on the site, the west door provides level access.

Conclusions

On balance, it is considered that the public benefits of securing the long term future of the Barn outweigh any damage or harm caused to the fabric of the building and its setting through the construction of the new garage and alterations to the Barn. It is recommended to grant conditional approval.

Recommendation

In respect of the application dated **15/02/2013** and the submitted drawings Alterations to size of window openings on north and east elevations of barn I130.LP Location Plan, I130.10 Topographical Survey, I130.11 Site plan, I130.12 Floor plan of barn existing, I130.13 South and West elevations existing, I130.14 North and East elevations existing, I130.15 Barn sections existing, I130.16 Barn sections existing, I130.20 Rev A Site plan proposed, I130.21 Rev A Barn floor plan proposed, I130.22 Barn South and West elevations proposed, I130.23 Barn north and east elevations proposed, I130.24 Rev A Barn sections proposed, I130.25 Rev A barn sections proposed, I130.26 Barn floor proposed, I130.25 Rev A Barn floor indicative layout, I130.30 Rev A MOT garage floor plan proposed, I130.31 MOT garage elevations proposed, I130.32 MOT garage section proposed, Design and Access Statement, Structural Survey Report, A potted history of the land at Hooe, Extended Phase I Habitat Survey, Flood Risk Assessment, Transport Statement, Phase One Contamination Status Report, Energy Report,,it is recommended to:

Grant Conditionally

Conditions

APPROVED PLANS

(1) The works hereby permitted shall be carried out in accordance with the following approved plans: I130.LP Location Plan, I130.10 Topographical Survey, I130.11 Site plan, I130.12 Floor plan of barn existing, I130.13 South and West elevations existing, I130.14 North and East elevations existing, I130.15 Barn sections existing, I130.16 Barn sections existing, I130.20 Rev A Site plan proposed, I130.21 Rev A Barn floor plan proposed, I130.22 Barn South and West elevations proposed, I130.23 Barn north and east elevations proposed, I130.24 Rev A Barn sections proposed, I130.25 Rev A barn sections proposed, I130.26 Barn floor proposed, I130.25 Rev A Barn floor indicative layout, I130.30 Rev A MOT garage floor plan proposed, I130.31 MOT garage elevations proposed, I130.32 MOT garage section proposed, Design and Access Statement, Structural Survey Report, A potted history of the land at Hooe, Extended Phase I Habitat Survey, Flood Risk Assessment, Transport Statement, Phase One Contamination Status Report, Energy Report.

Reason:

For the avoidance of doubt and in the interests of good planning, in accordance with policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

TIME LIMIT FOR COMMENCEMENT

(2) The works hereby permitted shall be begun before the expiration of three years from the date of this consent.

Reason:

To comply with Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990.

STRUCTURAL SURVEY

(3) Following the demolition of the newsagents, garage, pasty shop and lean-to to ground level only, no further works to the barn shall take place until a full structural survey of the barn has been undertaken and a detailed recording of the building and its site has been carried out and submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

RECORDING OF FEATURES

(4) No works shall take place until the applicant, or their agent or successor in title, has secured the implementation of a programme of recording of features that will be destroyed or damaged in the course of the works to which this consent relates, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that a record of such features is made and kept available for inspection, in accordance with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

ROOFLIGHTS

(5) No works shall take place until details of the proposed rooflights have been submitted to and approved in writing by the Local Planning Authority. The rooflights shall be of a flush fitting conservation type. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

PROGRAMME OF ARCHAEOLOGICAL WORK

(6) No part of the development allowed by this permission shall be commenced until the applicant (or their agent or his successors in title) has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation (VSI) which has been submitted by the applicant and approved in writing by the Local Planning Authority. The development shall be carried out at all times in strict accordance with the approved scheme and in accordance with other such details as may subsequently be agreed in writing by the Planning Authority.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DOOR AND WINDOW DETAILS

(7) No works shall take place until details of the proposed new doors and window openings have been submitted to and approved in writing by the Local Planning Authority. The said details shall include the design, method of construction, material, finish and glazing of the proposed door and window openings and the door furniture to be used. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF MORTARS, PLASTERS AND RENDERS

(8) No works shall take place until a schedule of mixes for all mortars, plasters and renders to be used has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved schedule.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF PAINT FINISH OR LIMEWASH

(9) No works shall take place until details of the proposed type and colour of all paint finishes or limewashes have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF FLOOR TREATMENTS

(10) No works shall take place until details of the methods for cleaning and treatments for the historic barn floor (including details of the floating floor and glass panel) have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF HEATING

(11) No works shall take place until details of the under floor heating (or other method of heating) for the historic barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF WALL REPAIRS

(12) No works shall take place until details of the method of repair of the walls of the barn, both internal and external, have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF GLAZED SCREENS

(13) No works shall take place until details of the glazed screens inside the east and west doors of the barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF ROOF REPAIRS

(14) No works shall take place until details of the repairs for the roof and samples of the proposed new slates and ridge/hip tiles and methods of fixing for the barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF NEW WINDOW OPENING ON NORTH ELEVATION

(15) No works shall take place until details of the construction of the new window in the north elevation (including details of bricks, lintel, glazing, frames) of the barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF RAINWATER GOODS

(16) No works shall take place until details of the rainwater goods have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF INTERNAL RAMPS AND STEPS

(17) No works shall take place until details of the layout and design of the internal ramps and steps within the barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF EXTERNAL STEPS TO THE EAST DOOR

(18) No works shall take place until details of the external steps to the East door of the barn have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

DETAILS OF THE STALLS AND TROUGHS

(19) No works shall take place until details of the layout of the South West Shippen including the stalls and troughs have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.

Reason:

To ensure that the details of the proposed work do not conflict with Policy CS03 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

COMPLETION OF SPECIFIC WORKS

(20) Before the MOT garage hereby permitted is first brought into use the following works to the Barn shall be completed: all repairs and associated works to the roof of the Barn to be carried out in accordance with the approved plans, the stonework on the north elevation of the Barn shall be repaired and made good following demolition of the attached garage and shop and all vegetation shall be removed from the walls of the Barn..

Reason:

To ensure that this essential part of the development is provided before the building is brought into use, in accordance with Policy CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007.

INFORMATIVE: MECHANICAL VENTILATION

(1) Installation of mechanical ventilation equipment in the kitchen area or toilet may require listed building consent. Please contact the Local Planning Authority for advice.

INFORMATIVE: POSITIVE AND PROACTIVE WORKING

(2) In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way including pre-application discussions and has imposed planning conditions to enable the grant of planning permission.

Statement of Reasons for Approval and Relevant Policies

Having regard to the main planning considerations, which in this case are considered to be: the effect on the Listed Building, the proposal is not considered to be demonstrably harmful. In the absence of any other overriding considerations, and with the imposition of the specified conditions, the proposed works are acceptable and comply with (1) policies of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and supporting Development Plan Documents and Supplementary Planning Documents (the status of these documents is set out within the City of Plymouth Local Development Scheme) and (b) relevant Government Policy Statements and Government Circulars, as follows:

CS03 - Historic Environment

NPPF - National Planning Policy Framework March 2012