

TWC/2015/1079

Agricultural buildings adjacent Sambrook Hall Farm, Sambrook, Newport, Shropshire  
Conversion of Shippon and Granary Barns to form two dwellings, with conversion of Cart  
Shed to form associated garage and storage area\*\*\*AMENDED DESCRIPTION AND  
AMENDED PLANS RECEIVED\*\*\*

**APPLICANT**

David Briggs

**RECEIVED**

02/12/2015

**PARISH**

Chetwynd

**WARD**

Edgmond and Ercall Magna

**OFFICER**

Libby Harper

**THIS APPLICATION IS REFERRED TO PLANNING COMMITTEE RELATED TO A  
SECTION 106 HIGHWAYS FINANCIAL CONTRIBUTION**

**1. THE PROPOSAL**

- 1.1 This application seeks full planning permission for the conversion of two barns known as Shippon and Granary barns to form two dwellings, comprising 2No. 3 bedroom properties, together with conversion of the detached cart shed to form a garage and storage unit. Access to the site would be from the existing access to the north serving the existing residence and agricultural buildings beyond.
- 1.2 The proposal originally was for the conversion into four dwellings, comprising 3No. 2 bed units in the Shippon and Granary barns and a one bed unit in the Cart Shed. Revision has arisen further to Officer concerns as to overdevelopment of the site with the number of units, the nature of the physical changes proposed to the buildings, a lack of amenity space for occupants and cramped parking arrangement, together with overlooking concerns to existing residences.
- 1.3 The application has been submitted accompanied by a Planning & Design Statement, Structural Report, Marketing Report, and Ecology Report.

**2. SITE AND SURROUNDINGS**

- 2.1 The village of Sambrook sits at the rural north eastern edge of the Borough, 8 kilometres to the west of the market town of Newport. Sambrook Hall Farm sits towards the eastern edge of the settlement, which principally comprises residential development off 3 lanes running through the village. Sambrook is served by a public house, church, and village hall, the Wrekin Rider bus service (route WR19) provides a limited service comprising an am and early pm service Mon-Fri to Newport (departing at 09:14 and 13:44), a bus returns to the village at 11:45; a residential care home is positioned nearby to the north west.
- 2.2 The western Shippon comprises a single storey barn constructed of red/orange brick with a plain clay tile roof supported by timber trusses. Timber windows and doorway feature blue brick cills and red/orange brick arches, and a number of rooflights are

present within the roof. A lean-to extension fronts the barn comprising red/orange brick pillars and side wall, the previous corrugated tin roof has now been removed. The barn was formerly used to accommodate cattle. The eastern Granary barn is a two storey element with two gables facing south to the adjoining yard featuring by a range of timber window and door openings. It is constructed of regular coursed pink sandstone with two dual pitched clay tiled roofs, and abuts the eastern portion of the Shippon building with direct access via a ground floor doorway. The cart shed is a single storey open fronted regular coursed pink sandstone walls with horizontal timber boarding at the upper level of the eastern gable, the roof comprises plain clay tiles supported by timber trusses.

- 2.3 The barns abut residential development to the west comprising the converted Hall Barns with a rear garden positioned to the immediate north of the barns entailed. Sambrook Hall and its extensive grounds are positioned beyond served off a separate vehicular access from the public highway to the north. The application material cites provision of residential development consisting of 9no. dwellings on land to the east comprising a series of agricultural buildings (granted February 2009). The site is flat in nature, with no trees present and landscaping limited to the adjacent verge, the buildings are fronted by a tarmacked area bound by a circa 1.2m sandstone wall with a double width gated access adjacent to the neighbouring lane. This serves as a secondary access identified as being used informally by Severn Trent Water (STW) and other HGVs that would otherwise have difficulty in turning into the opposite Danford Lane, which serves a number of residences to the south. No. 25 Sambrook sits at the head of the lane, and is positioned approximately 18.5m from Shippon Barn, and No. 24 Sambrook is just over 12.5 metres to the south east of the Cart Shed at the closest point.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 There is no planning application history relating specifically to the barns subject to this application. The following nonetheless is worthy of note:

Neighbouring land to east: W2006/1318 - Erection of 9no. dwellings and alterations to existing vehicular access and provision of new pedestrian access. Full Granted 06/02/2009

Neighbouring barn to west W93/0966 - Change of Use of Farm Buildings to Residential (Amended Plans Received). Full Granted 08/02/1994 and W87/0354 - Change of Use from Redundant Farm Buildings to Residential Dwelling, with alterations, at barns adjacent. Full Granted 16/07/1987.

### **4. PLANNING POLICY CONTEXT**

- 4.1 National Planning Policy Framework (the NPPF)
- 4.2 Saved Wrekin Local Plan policies  
H18: Conversion of Non-Residential Buildings to Residential Use in the Rural Area  
UD2: Design Criteria

T22: Planning Obligations

- 4.3 LDF Core Strategy policies  
CS7: Rural Area  
CS12: Natural Environment  
CS13: Environmental Resources  
CS14: Cultural, Historic & Built Environment  
CS15: Urban Design
- 4.4 Submission Version Telford & Wrekin Local Plan  
SP3: Rural Area  
HO10: Residential Development in the rural area  
NE1: Biodiversity and geodiversity  
BE1: Design criteria

## 5. SUMMARY OF CONSULTATION RESPONSES

### Standard consultation responses

- 5.1 Chetwynd Parish Council: Object  
With reference to the consultation for four units, the Parish Council objected to the scheme considering:
- Poor access - narrow village road with a blind corner junction, danger of additional vehicle movements
  - Loss of privacy – potential direct overlooking from new openings to the north side to the existing private garden to Hall Barns
  - Lack of progress adjacent site - applicant had permission for 9 new builds on the adjacent yard for upwards of 10 years, no progress made if and when those are built in addition there would seem to be inadequate parking, turning and loading arrangements and an effect on highway safety.
  - Request for application to be dealt with at Planning Committee following public meeting with 73 attendees – not formally made.
- 5.2 Built Heritage Conservation: Support subject to conditions  
Originally objected to the scheme for four units, raising concern as to:
- Significant level of changes required internally
  - Extent of rooflight usage
  - Inappropriate design of the window in the upper floor gable end.
- Comments on the amended scheme for two units:
- Most design constraints referred to previously addressed to some degree
  - Internal layout reflects more of the original
  - Removal of the later lean-to welcomed as is the more traditional elevation treatment that results
  - Rooflights still significant in number but visually this is an improvement, should be traditional conservation style rooflights, low profile metal, velux style rooflights not appropriate

- Request conditions for all external joinery, conservation rooflights, details of all exterior services, samples of brick and tile with associated sample panel, cill and header details for new openings, and a schedule of works for remedial repairs and making good.

5.3 Highways: Support subject to conditions

Condition requested for delivery of the parking, loading, unloading and turning arrangement prior to the development being brought into first use, together with a Section 106 contribution of £3,000 towards changing the priority of the junction to the immediate left of the main access located at the western side of the site, being required in order to gain the necessary visibility splay being substandard at present, and in turn to improve motorist's safety at the junction.

5.4 Ecology: Support subject to conditions

Ecology report concludes that a summer transitory roost of a low number of common bat species is present in one of the barns. A number of recommendations are made in the Ecology Report to address this such that works to convert the barns can occur without a European Protected Species Licence. It is also advised that lighting on the site will need to be sensitively designed to avoid lighting the bat roost in barn 1 and the bat roosts which ERV Ecology identified within the already converted adjacent barns. Works in accordance with the protected species survey is duly requested through condition, erection of artificial nesting/roosting boxes for bats and birds, provision of a lighting plan; together with informatives reference bats and nesting wild birds.

Comments on amended scheme

The proposed changes to the conversion scheme for this site do not directly affect the areas constrained by the need to mitigate for the presence of a bat roost and will not impact upon the working methods etc. specified in the bat survey which allow the works to occur without the need for a European Protected Species Mitigation Licence. Previous conditions and informatives still apply.

5.5 Drainage: Support subject to conditions

Request a condition for submission of foul drainage scheme.

5.6 Shropshire Fire Service: Comment

As part of the planning process, consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications".

Neighbour consultation representations

5.7 12 objections on original consultation for four dwellings summarised as follows:-:

- Density of development – further 4 'families' with associated vehicles using tight road access, not aware of a property in Sambrook without some sort of garden and therefore not in keeping with the rest of the village

- Loss of privacy and overlooking from windows including complete glazing on front opening of the Cart Shed (also raised as not in keeping), parking and bin store
- Lack of amenity space
- Highways impact – narrow lane already a hazard, large number of vehicles including from neighbouring site with planning permission for 9 houses, lack of parking, danger to pedestrians especially given proximity to a care home, turning area of unit 4 currently used by Tibberton School bus with further danger to children due to compact areas for vehicles to pass and pull out, 2<sup>nd</sup> access needs to be kept clear and unpadlocked at all times / replaced with removable bollards if it is to be an emergency exit
- Nature of village – significant number of new residents with this and the neighbouring site in a confined area of the village with few amenities, does not have a shop as described (one referred to on the A41 0.8 miles outside of village and very limited range of products), insufficient drainage and broadband infrastructure
- Development will not serve agricultural workforce – barn conversions will not be low cost housing
- Deficiencies of marketing
- Inaccuracies of plans – windows not shown or in final places
- Cart shed already in use as garage by Hall Barns, Granary Barn utilised and rented out for chemical storage, and not disused as stated
- Cart shed unsuitable for conversion and unsafe as a domestic dwelling – large vehicles regularly collide with the building due to their size the narrow road and bend in the road
- Shippon barn not capable of conversion without major reconstruction to the roof and walls
- Means of escape in event of fire questioned for unit 1, only through bedroom 1 / 2 windows
- Insufficient consultation
- Development does not enhance or maintain the vitality of Sambrook's rural community, one or two barns refurbished will achieve enhancement is refurbishment is a major consideration referred to in para. 55 of the NPPF.

#### 5.8 Summarised issues on amended scheme for two dwellings:

1 letter of support subject to conditions:

- No objection to Cart shed being used as a garage and store, request remove permitted development rights ordinarily enabling conversion of a garage to a dwelling in the future
- No objection to conversion of Shippon and Granary Barns as outlined in amended plans

1 letter of comment:

- Change of priority at road junction by the Cart Shed would just move the blind spot and affect traffic approaching from the Church end of the village as the way that vehicles from the approved development of new houses adjacent will approach the village being the direct route to the A41

- Blocking of gateway opposite Danford Lane would prevent Severn Trent Water tanker from accessing the pumping station at the far end of Danford Lane, and for large vehicles such as fire engines due to restricted access to the lane.

## 6. PLANNING CONSIDERATIONS

6.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of conversion to residential
- Highways
- Impact on the living conditions of neighbours
- Impact on the character and appearance of the area
- Ecology
- Drainage
- Other matters

### Principle of conversion to residential

- 6.2 The site is located outside of the Built up area of Telford and Newport as defined by the Telford & Wrekin Local Plan Proposals Map. As such, for planning policy purposes the site is located in the Rural Area. The application material defines the buildings as disused; neighbour representations suggest that this is not the case with nearby resident parking usage of the Cart Shed and latter chemical storage within the Granary Barn. Notwithstanding this, the relevant policy consideration is principally contained within Policy H18 *Conversion of Non-residential Buildings to Residential Uses in the Rural Area*, noting the Cart Shed had not been subject to a planning application for the use identified by neighbour representations.
- 6.3 Historically Sambrook has been identified as a suitable settlement for the purpose of policy H9 of the Wrekin Local Plan. Whilst this forms part of the development plan it is not presently relied upon. Policy CS7 focusses development in the rural area to the settlements of High Ercall, Tibberton and Waters Upton, and outside of these settlements development will be limited. However, saved policy H18 permits conversion to residential use outside of the CS7 named settlements where a proposal satisfies one of the scenarios identified. In this instance, Officers consider that the barns hold architectural merit and are a notable traditional feature in the streetscape of the village, thus sufficient to warrant retention to satisfy this component of the policy.
- 6.4 Saved Policy H18 references a requirement for the applicant to make every reasonable attempt to secure suitable business re-use related to policy E12. This policy is not saved but appreciating the emphasis of economic rural development in the NPPF, it is felt that justification in this respect remains relevant. The application is duly supported by a Marketing Report. This identifies the marketing undertaken for the barns as comprising a To Let board, website advertising and newspaper advertisements collectively affording just over 12 month marketing of the site.

- 6.5 It is detailed that there was one request to view the barns, but ultimately they were not viewed and the party subsequently advised they were no longer interested. No other request for letting particulars or offers to rent were made. In this respect, Officers note the neighbour concern that the Cart Shed was excluded from the marketing exercise, and acknowledge that the sales particulars are not wholly apparent in this respect. But the inclusion of the Shippon and Granary Barns as the more substantial component of the site overrides this concern and is unlikely to have altered the outcome of the marketing.
- 6.6 The supporting documentation also sets out why the buildings are unviable for agricultural use in the future, including being unsuitable for use with large modern mechanical equipment, the internal layout as impractical for the housing of livestock being sub-divided into small areas and the low ceilings having a lack of air flow as not suitable for housing livestock. Officers further note that given that the building is in such close proximity to the residential property of Hall Barns adjoining to the west, together with residences opposite, any business use would have to be low intensity in order to preserve residential amenity. Furthermore, the traditional construction of the building with low ceiling heights is not particularly conducive to a wide range of business uses. Bearing in mind the approach undertaken and context, Officers are satisfied that a sufficient case applies for business re-use not being achieved in this instance.
- 6.7 In respect of the other requirements, the building is of a permanent and substantial construction, and the removal of the lean to extension element reduces the scale of redevelopment required. In addition, the use will not lead to the dispersal of activity on such a scale as to prejudice town or village vitality, and the design is in keeping with the surroundings, especially the adjoining barn conversion. Accordingly, the proposal is considered to be in overall compliance with policy H18. Policy HO10 of the Submission Version Local Plan establishes a series of criteria where applications will be supported - heritage assets are identified but specifically being a listed building, conservation area or buildings of local interest. Whilst the proposal does not fit within these scenarios identified, limited weight is afforded to the emerging plan. The amended scheme, with the reduction in the number of units, will provide a scheme recognising the architectural merit of the buildings and affords a future use for the barns bearing in mind the agricultural context of the site has changed and the case made with regard to business reuse. On balance the scheme is considered to hold merit through adopted policy.

#### Highways

- 6.8 The existing access from the northern lane is proposed to be utilised to serve the new residential development. A number of representations raised concern during the first consultation (four units) with regard to highways - the narrowness of the local road network, the position of the access, a lack of parking (particularly for visitors) and of a cramped form.

- 6.9 The concerns raised are acknowledged. However, the reduction in the number of units has in the opinion of Officers overcome the majority of concerns raised, with less resultant vehicular movement, and particularly taking note that the site could generate traffic without the need for planning permission through an agricultural context. Notably no objections have been made with reference to the second consultation (two units). Further, the amended scheme results in a less cramped form of parking arrangement, and the provision of the Cart Shed for partial garage use affords an additional level of parking for residents and visitors, which can be controlled for the benefit of future occupants.
- 6.10 The nature of the junction related to the intensification of domestic traffic is key to the application. Whilst the reduction of the number of units is of benefit, it remains that the residential development would generate vehicular trips at peak hours at a substandard junction in terms of visibility - being blind looking left when pulling out. Highways have therefore requested a S106 contribution towards changing the priority of the junction to the left of the main access when leaving the site. Through the second consultation, a comment has been made referencing that the amended priority will move the blind spot and affect traffic approaching from the east. The Local Highways Authority have confirmed that the proposed new junction arrangements and changing the priority at the junction, such that the Give Way lining sits opposite the Residential Care Home, is achievable and would provide the requisite visibility in all directions (left, right and forward).
- 6.11 Officers therefore confirm that the proposed access arrangement is satisfactory; and in turn, the terms of the legal agreement being consistent with Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the amendment governing 'pooling' of contributions. The provision of the highways contribution is necessary and consistent with Core Strategy Policy CS15, Local Plan Policies T22 and UD2 and section 4 of the NPPF.
- 6.12 Neighbour concern as to closing off of the secondary access off Danford Lane is appreciated affording incidental STW / HGV / emergency vehicle access to properties along the lane. A condition to control the use of this access is considered appropriate to ensure this incidental nature is maintained.

#### Impact on the living conditions of neighbours

- 6.13 The position of the barns in relation to neighbouring Hall Barns and its rear garden requires careful consideration to ensure that an appropriate level of privacy is maintained, together with properties on the opposite side of the lane to the south. The original provision of four units necessitated the insertion of a significant number of rooflights and glazed elements to the linked barns, together with the Cart Shed. The rear elevation of the Shippon and Granary Barns as existing comprises a series of blocked and bricked up former openings. Through the original proposal, a window was indicated within the two storey element of the north elevation of the Granary Barn, the upper levels of which was evident on the elevation, the remainder of former openings shown remaining as existing. Through the amended proposal for two units, this window has been removed and the rear amenity of Hall Barns duly respected.

- 6.14 At the front of the barns, the buildings look towards No's 24 and 25 Sambrook. The original arrangement for the Shippon Barn (part of Unit 1), in rebuilding and formalising the lean-to extension, comprised provision of a living area with full height glazing positioned approximately 14m distance from No. 25. This distance is considered somewhat low. The removal of this extension has set back the development to approximately 19m, which is similar in nature between Halls Barns at the eastern end and No. 24. The extension area has been replaced by an amenity area/patio which will be landscaped at the boundary. These changes, together with the use of amended cottage proportioned windows rather than the original full glazed windows, are now considered acceptable.
- 6.15 The hall serving Unit 1 is positioned in the region of 14m distance from the single storey extension of No. 25 Sambrook which fronts the lane and comprises two modest cottage windows. Bearing in mind the retention of the existing wall bounding the site, together with proposed landscaping fronting Unit 1, this arrangement is considered acceptable to avoid any significant overlooking and loss of privacy. The two storey Granary Barn faces towards the edge of the side garden of No. 25 Sambrook and the landscaped area fronting the Village Hall. At the first floor, the full height glazing within the existing opening serving bedroom 1 is set in the region of 18m distance from the nearest cottage proportion windows of No. 25. It is considered that in this instance the separation distance coupled with the orientation of properties and gardens means that the overall residential amenity is duly protected here.
- 6.16 Conversion of the Cart Shed to a dwelling entailed the provision of a number of openings on the northern side facing towards Hall Barns (with a series of habitable windows present), including three rooflights at the upper level. The separation distance would have been in the region of 10.5m from the new living room opening and the neighbouring barn. Such distances can often result in a loss of privacy, as raised within neighbour representations, and overdevelopment and would not be acceptable. With reference to the proximity to No.24 Sambrook, the east elevation entailed a significant proportion of the gable end being glazed to serve the living room. Whilst not at a direct angle, the separation distance was in the region of 13.5m and would have resulted in loss of privacy. The amended scheme to use the Cart Shed as a garage and store instead of a dwelling, which can be controlled through condition, now suitably addresses the concerns raised.

#### Impact on the character and appearance of the area

- 6.17 The buildings are traditional and characterful in nature, with consideration necessary of how the proposals accord with Core Strategy Policies CS14 and CS15, saved Local Plan Policy UD2, and section 12 of the National Planning Policy Framework (NPPF). Through the original scheme for four units, concern was raised by the Conservation Officer with reference to the degree of removal of internal walls to create open plan living areas, in turn loosing something of the internal characteristics of the site. In addition, the extent of the use of rooflights was considered excessive for a barn conversion and the design of the window in the upper floor gable end was not stylistically appropriate.

- 6.18 Through the amendments, a more sympathetic scheme is proposed, with the internal layout reflecting more of the original fabric of the building. The removal of the later lean-to enables a more traditional elevation treatment, with a reduction in the number of rooflights to provide a sufficient improvement. These are principally set behind the two storey gables, with the emphasis being on the southern elevation so as to avoid the rear northern elevation due to privacy issues. The final detail of the rooflights can be controlled through condition to ensure a fully sympathetic provision.
- 6.19 Openings otherwise are limited to a window insertion at the western end being proportionate in scale and position with the existing window opening along this stretch, together with two at the eastern end of the Shippon Barn which will sit in the area where the lean-to is removed, which represents betterment in this respect. Existing door openings will be used to provide a mix of windows and doors, and is considered to represent a balanced approach to allowing natural light in with the use of traditional materials for windows and doors. The existing roof will be re-roofed whilst utilising the existing tiles. Subject to conditions, including details of external services to ensure an approach sympathetic to the traditional nature of the barns, it is considered that the proposed works to facilitate the conversion of the buildings will be in keeping with the fabric of the building, the neighbouring conversion and the village character of the site and that the amended proposal complies with the policies listed above.
- 6.20 In terms of landscaping, the amended scheme proposes the introduction of a patio area and enclosing areas of amenity at the frontage and side to serve the two units. The final detail can be controlled through condition to ensure a high quality finish, which would also include the bin enclosure. The provision of more extensive amenity areas secured through the reduction in the number of units is considered to address the concern raised through neighbour representations and that of the LPA and will help soften the appearance of the building in the streetscene.

#### Ecology

- 6.21 The application has been submitted with a bat and barn owl survey and review. The evidence establishes that a summer transitory roost of a low number of a common bat species is present. This sits under the ridge tiles of the apex of the roof at the western end of the barn, with no evidence of bats and two old birds' nests.
- 6.22 A series of steps are recommended by the ecology review, including the timing of works commencing in winter months, and timely provision of a raised ridge tile with traditional lining to provide an artificial bat roost. On the basis of the mitigation proposed, in conjunction with a condition securing the provision of a number of bat and bird boxes and a lighting plan and associated informatives, the scheme is supported by the Council's Ecology Officer in accordance with the requirements of Core Strategy Policy CS13 and Submission Version Plan policy NE1.

#### Drainage

- 6.23 The application proposes to drain surface water to a sustainable drainage system, and foul to mains sewer with a connection shown to the north east of the site. The

development entails drainage of existing buildings and the courtyard in respect of surface water. The provision of soft landscaping should improve the drainage arrangement. Proposed domestication of the site entails a change to the foul arrangement. Provision to mains is supported by the Council's Drainage Officer subject to a condition for the detail of a scheme to be set out. On this basis, it is considered that the scheme will not increase the risk of flooding in accordance with policies CS13 and the emphasis of Submission Version Plan policy ER11 - including the separate drainage of sewerage and surface water.

#### Other matters

- 6.24 The reference to means of escape in the event of a fire is questioned for unit 1 through a representation of the first consultation, as being only through the windows of bedroom 1 and 2. This scenario would remain the case for the amended scheme. No objection has been raised from the Fire Service, the windows are not suggested to be of a fixed form, and means of escape would be further addressed through the Building Regulations stage. Due process has been followed for the consultation of the application and statutory requirements met. All other objections raised in the consultation process have been considered but do not raise any issues that would warrant a review of the analysis of this proposal.

### **7. CONCLUSIONS**

- 7.1 Whilst the buildings are not located in the three identified settlements in policy CS7, they are of a permanent and substantial construction, located within a settlement and considered to be of sufficient architectural merit to warrant retention, with marketing of the site for business re-use not having led to an economic future for the buildings, under Policy H18. The conversion to two dwellings following a reduction from four will not lead to the dispersal of activity on such a scale as to prejudice town or village vitality and the design of the amended external alternations will preserve the character of the area and the amenity of the neighbouring property Halls Barns and residences on the opposite side of the lane to the south. Accordingly the proposal is considered to be in overall compliance with local and national planning policy.

### **8. RECOMMENDATION**

- 8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:
- A.) The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:
- (i) Highways – contribution of £3,000 towards changing the priority of the junction to the immediate left of the main access located at the western side of the site, being required in order to gain the necessary visibility splay being substandard at present, and in turn to improve motorist's safety at the

junction.

B.) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

1. A04 Time Limit – Full with no Reserved Matters
2. B011 Samples of brick for new window arches and cills, hard surfacing
3. B019 Details of windows and doors (excluding rooflights)
4. B100 Rooflights
5. B079 Foul drainage scheme
6. B092 Details of Services: Exterior
7. B095 Details of heads and cills
8. B119 Schedule of works for remedial repairs and making good to the structure including details of any re-pointing including mortar and method
9. B121 Landscaping Design
10. B149 Lighting Plan (Bats)
11. C13 Parking, loading, unloading and turning
12. C020 Southern access emergency vehicle / ancillary HGV usage for Danford Lane only
13. C091 Works in accordance with ecological survey
14. C100 Erection of artificial bird nest boxes
15. C38 Development in accordance with deposited plans
16. D01 Removal of all permitted development rights
17. DCustom Cart Shed to serve garage / storage facility for units 1 and / or 2 subject to this application only

Informatives:

1. I23 Protection of bats
2. I25a Nesting wild birds
3. I32 Fire Authority
4. I40 Conditions
5. I41 Reasons for Grant of Planning Permission
6. RANPPF1 Approval - National Planning Policy Framework