

**Application Number: 20/11403** Full Planning Permission

**Site:** REDBROOK BARN, RINGWOOD ROAD, FORDINGBRIDGE SP6 2ET  
**Development:** Use of existing redundant agricultural barn to four dwellings with associated car parking, new access and landscaping  
**Applicant:** Mr and Mrs Lewis  
**Agent:** Pell-Stevens Architects  
**Target Date:** 04/03/2021  
**Case Officer:** Stephen Belli  
**Extension Date:** 16/12/2022

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## **1 SUMMARY OF THE MAIN ISSUES**

The key issues are:

1. Principle of Development including Housing Land Supply
2. Planning history of the site
3. Design, site layout and impact on local character and appearance of area and landscape
4. Impact on residential amenity of adjacent neighbouring properties, in respect of noise, light, visual intrusion and privacy
5. Impact on highway safety, including matters relevant to car parking and public right of way affected;
6. Impact on ecology and in particular protected species;
7. Habitat Mitigation and Air Quality
8. Flood Risk and Drainage

This application is to be considered by Committee because the recommendation is contrary to the view of Fordingbridge Town Council.

## **2 SITE DESCRIPTION**

This former farm complex is located within the countryside to the south of and about 1 mile from the centre of Fordingbridge and situated to the east of the A338 Salisbury to Ringwood Road. The site comprises a dwelling to the front on the roadside (known as Redbrook Farm), a single and two-storey brick outbuilding, and barns and stables to the rear of the dwelling. To the north of the existing access track is a large barn (the application building). The surrounding area contains terraced dwellings to the south (known as 1-7 Redbrook Cottages) served by a separate access, a detached dwelling to the east (known as Redbrook Farm Cottage), and open fields elsewhere in a rural setting.

The applicants own the barns complex the subject of the application as well as the barns to the east of Redbrook Farm now used for offices along with the access track which is also a public footpath. Both Redbrook Farm House and Redbrook Farm Cottage are in a separate ownership with rights of access over the existing track and footpath. To the south of Redbrook Farm Cottage is a small complex of stables and a yard accessed from the same access track. These are also in the applicant's ownership.

### 3 PROPOSED DEVELOPMENT

The current planning application relates to the detached barn located in a field adjacent to the existing access track leading to the converted buildings and dwellings. It is proposed to convert the agricultural barn to 4 no. dwellings (3 x 2 bed and 1 x 3 bed).

The building is prominent when viewed across relatively open land from the A338. It is slightly larger than other buildings in the vicinity including the converted farm buildings. It has a large footprint and is a relatively tall structure clad with corrugated steel sheeting and iron panels, although it is proposed to subdivide the structure to create four semi-detached units. Parts of the lower parts of the building have concrete blockwork at a lower level with metal cladding above. The existing building will be rebuilt, retaining the existing structural frame, but providing new timber cladding, and fair faced blockwork with internally insulated walls, corrugated metal roofing and glazing and doors to make it fit for purpose. The footprint and height of the building will be as the existing with a 6 metre wide bay being demolished to form two pairs of semi detached units. The western pair will be all single storey (units 1 & 2) with the eastern pair (units 3 & 4) having part of it at first floor level (unit 3).

A new access is proposed from Ringwood Road (A338), with the existing access stopped-up by the installation of bollards allowing pedestrian use by residents and the general public to continue but with no vehicular access. The existing dwellings would instead be provided with access via the newly constructed access road.

Turning and car parking spaces for 12 vehicles would be provided to the north west of the building for residents and visitors. Extensive tree and hedgerow planting to the north, west and east of the buildings is proposed. A new surface water drainage scheme is proposed and foul water will be dealt with via a new package treatment plant to be located to the west of the buildings immediately adjoining an existing plant which serves the office complex.

### 4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status
<b>21/10786</b> Use of redundant agricultural barn as office: associated car parking, new access and landscaping.	10/11/2021	Granted subject to conditions	Decided
<b>20/11075</b> Use barn as 4 dwellings (Prior Approval) (Class Q application)	12/11/2020	Prior Approved Refused	Decided
<b>18/10864</b> Use as office (Use Class B1); bin/cycle store; associated parking; new access; landscaping	28/11/2018	Granted Subject to Conditions	Decided
<b>10/95394</b> Use barn for storage (B8)	09/06/2010	Refused	Appeal Dismissed
<b>08/92771</b> Use building as Class B1 (variation of condition 3 of PP91340)	16/09/2008	Granted Subject to Conditions	Decided
<b>07/91340</b> Use building as Class B1	14/05/2008	Granted Subject to Conditions	Decided

<b>05/86215</b>	Use outbuildings as storage	08/12/2005	Granted Subject to Conditions	Decided
<b>05/86016</b>	Use as veterinary practice D1	10/11/2005	Granted Subject to Conditions	Decided

## **5 PLANNING POLICY AND GUIDANCE**

### **Local Plan 2016-2036 Part 1: Planning Strategy**

Policy STR1: Achieving Sustainable Development  
 Policy STR6: Sustainable economic growth  
 Policy ENV1: Mitigating the impacts of development on International Nature Conservation sites  
 Policy ENV3: Design quality and local distinctiveness  
 Policy ENV4: Landscape character and quality  
 Policy IMPL1: Developer Contributions  
 Policy IMPL2: Development standards

### **Local Plan Part 2: Sites and Development Management 2014**

DM2: Nature conservation, biodiversity and geodiversity  
 DM20: Residential development in the countryside

### **Supplementary Planning Guidance And Documents**

SPG - Residential Design Guide for Rural Areas  
 SPD - Mitigation Strategy for European Sites  
 SPD - Parking Standards  
 SPD - Air Quality

### **Relevant Advice**

National Planning Policy Framework (NPPF):

Chapter 5 - Delivering a sufficient supply of homes  
 Chapter 11: Making effective use of land  
 Chapter 12 - Achieving well designed places  
 Chapter 14 - Managing Climate Change and flooding

Para 80 on rural housing

### **Constraints**

Plan Area  
 Avon Catchment Area  
 Flood Zone 2 and 3  
 FP39 - Fordingbridge  
 Countryside

## **6 PARISH / TOWN COUNCIL COMMENTS**

**Fordingbridge Town Council** - Recommend refusal under PAR4 as the application is not a conversion of an existing building, but a rebuild.

## 7 COUNCILLOR COMMENTS

No comments received

## 8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

**Environment Agency** - no objections, but advise that the Local Planning Authority must assess if they are happy with the access/egress and evacuation plan as the site has flood zone 2 and 3 on the site. Also give informatives on flood resilient measures and flood warnings for future occupiers.

**Ecologist** - have reviewed the Ecology Report which has been produced by a suitably qualified Ecologist. Given the findings of the original report, I do not think it necessary to undertake another survey. However, request that the mitigation and enhancement measures detailed in the report are secured by condition.

**HCC Highways** - this site is accessed directly from the A338 a busy A class traffic route which overall does not have a good personal injury incident record. The proposal involves the reuse of a barn for residential purposes and a replacement vehicular access, the existing is to be downgraded to a pedestrian access. The revised position for the vehicular access is better than the existing one in that it provides longer visibility to the south, although there is street furniture and a tree on the verge that does break the view up. It would be helpful if these features were accurately shown on the site plan. The retention of a pedestrian access is acceptable as it leads to a bus stop on the west side of the road. There is no footway connection from the existing access to the bus stop on the eastern side of the road and I recommend either a footway is provided along the verge linking to the retained pedestrian access or a footpath is provided from the bus stop to the new access road that passes behind it this should assist in encouraging non car modes of transport. The level of parking to be provided is a matter for the LPA. No objection subject an amended drawing showing either one of the options for providing a pedestrian access to the bus stop on the eastern side of the road, conditions to ensure provision of the new access arrangement, stopping up of the existing access and provision of the bus stop footway link. Also give an informative.

**HCC Countryside Services** - Following receipt of amended plans, the objection is withdrawn, subject to a highway agreement being secured for the installation of the bollards on Fordingbridge Footpath 39.

**Southern Gas Networks** - give informatives

**Scottish and Southern Electricity** - give informatives

## 9 REPRESENTATIONS RECEIVED

The following is a summary of the single representations received.

- The 'conversion' does not meet the amendment to the planning regulations which state that any conversion must not be subject to 'any major structural alterations'. This building currently has: no foundations, no walls, no floor, no windows or doors and no roof that would meet the current building regulations for a conversion. The structural engineers report from the previous planning application suggested that the steel stanchions in the lean to aspect of the barn 'MAY BE ABLE TO BE ADAPTED FOR CONVERSION PURPOSES'. These steels are to be located/adapted in what is likely to be

the largest of the four houses planned. Given that there is absolutely no further part of the current barn structure suitable for conversion this would mean a 75% deficit in terms of conversion for the other three houses which would absolutely require brand new works throughout and major structural alterations. I believe this to be a new build and not a conversion.

- Additionally we have absolutely no intention of giving up our entitlement for our right of way as per existing access
- It is disputed whether the building has been in agricultural use since 2007 and therefore does not meet the tests applied by Class Q.

## 10 PLANNING ASSESSMENT

### Principle of Development

The application site lies beyond any built-up area, within the countryside where there is a presumption against new housing development. However, the principle of conversion of this building to residential may be acceptable under the prior approval procedure, the conversion of agricultural buildings or storage buildings to dwellings being permitted development if the tests applied by Classes Q (agricultural use) or P (storage or distribution use) of the General Permitted Development Order are passed. The previous scheme, submitted for a prior approval under Class Q, failed on the need for a new access road and the garden areas being beyond the footprint of the existing buildings (both these reasons could be overcome).

Added to that paragraph 80 of the 2021 National Planning Policy Framework (which post dates Policy DM20 above) states that isolated new homes should be avoided unless certain criteria are met one of which is the development would re-use redundant or disused buildings and enhance its immediate setting.

The benefits of the proposal in terms of new housing provision must also be weighed against the potential harm caused to visual amenity, highway impacts, ecology and amenity impacts, which are examined in the following sections, at the end of which a conclusion on the planning balance is reached.

### Housing Land Supply

The Council cannot demonstrate a five-year supply of deliverable housing land and the Council Planning Policy team is currently engaging with developers in order to produce an updated five-year housing land supply figure that takes into account last year's delivery of new homes along with the latest information about sites coming forward. When published, this will be the formal position of the Council. However it is anticipated that the updated housing land supply position will remain below the required 5 years. In such circumstances the NPPF (para 11d) indicates that the tilted balance is engaged, whereby in applying the presumption in favour of sustainable development even greater weight should be accorded in the overall planning balance to the provision of new housing. The current proposal is for a modest level of housing provision and it could in the absence of any identified harm be considered that there is little to weigh against the proposal.

### Planning history of the site

Planning permission has been granted in the past for the re-use of some of the more substantial single and two storey brick buildings to the east of Redbrook Farm House for offices (Class B1) for occupation by the company known as PDQ Airspares Limited. PDQ Airspares Limited have occupied these buildings for a number of years and are involved in the sourcing and despatch of air and spacecraft spares on a global scale.

In addition, the buildings the subject of the current application also benefit from a change of use planning permission for conversion to offices with a new access road from the A338.

The principle of conversion of this building to residential may ordinarily have been acceptable under the prior approval procedure. While an application for prior approval was refused under ref. 20/11075, it was only refused for technical reasons associated with Part 3 Class Q, as the proposal relied on an unimplemented vehicular access, which could not be permitted under Class Q. Furthermore the proposed curtilage arrangements were beyond what may be permitted under Class Q and there was no phosphate mitigation solution ensuring that the proposed development would be phosphate neutral to mitigate any likely significant effect on internationally important River Avon.

The phosphate issue has now been resolved with the new strategic mitigation project at Bickton Fish Farm. It is also reasonable now to consider a proposal for a scheme with a new access and larger curtilage, that would otherwise be acceptable under Class Q under the submitted planning application. It is also material to consider that the building benefits from an extant approval to be converted to office accommodation under ref. 21/10786. This permission could allow the access to be installed now so this technical objection to a Class Q approval falls away, as does the phosphates issue.

#### Design, site layout and impact on local character and appearance of area and landscape

These matters need to be considered under the provisions of Local Plan Policies ENV3, ENV4 and the Residential Design Guide for Rural Areas, which seek to ensure that all new development is appropriate and sympathetic to its setting and landscape. Specifically, it needs to be considered whether the design, materials, layout, vehicular access, parking and turning arrangements proposed would preserve or enhance the quality of the area including allowances for meaningful landscaping.

The existing building is basically a metal clad shed, formerly in agricultural use. It is not a small building, but it is not out of scale with the buildings around it (which include the original farmhouse to the west, the adjacent cottage to the east and the barn already converted into offices opposite). That said the buildings have no architectural merit as they currently stand representing modern metal clad portal frame buildings.

The visual impact of the proposal would be consistent with the buildings around it. A section of the building would be removed to form a gap between units 2 and 3, which would reduce the scale of the existing building and improve its outline when viewed in the landscape. The existing corrugated cladding would be replaced with new timber cladding, fair faced blockwork, corrugated metal roofing and glazing to make it fit for purpose. New window and door openings are required in the building to make it habitable, but some elevations have limited new openings to maintain an agrarian feel. Overall the external changes to the building would significantly enhance the appearance of the building in a manner which would be in keeping with the rural character of the area. This would comply with policy set out in the NPPF.

Notwithstanding the re-cladding of the portal frame and insertion of glazing, the main changes to the site will be in relation to the environment around the building, through the introduction of formalised access, car parking, circulation arrangements and gardens, which have been amended during the course of the application

determination process. The draft landscape scheme suggests using new native hedgerows as the main structure, arranged along boundaries that more closely reflect the traditional field pattern, whilst offering a more ornamental but valuable and varied planting structure (with increased biodiversity value) close to and around the building and car parking that will provide a suitable and pleasant environment. In addition the applicant's sketch landscaping scheme indicates extensive areas of tree planting. Full details of landscaping, planting and boundary treatments may be submitted and agreed by condition.

A new garden curtilage is located immediately to the rear of each of the four units and is a small compact area which will have no long-range landscape impact. That said it is considered important to restrict the curtilage to that shown on the submitted plans and not to allow this to creep outside into those areas shown as being designated for planting and landscaping of the buildings. This can be achieved through a planning condition.

It is concluded that the conversion of the building to four dwellings, hardstandings and landscaping arrangements along the lines indicated would not harm the open appearance of the land and would significantly enhance the character of the area, in accordance with Policies ENV3, ENV4 and the Residential Design Guide for Rural Areas and in line with NPPF government guidance.

#### Impact on residential amenity of adjacent neighbouring properties, in respect of noise, light, visual intrusion and privacy

Policy ENV3 of the Local Plan Part 1 seeks to ensure that all new development is appropriate and sympathetic to its setting and should not cause adverse impacts upon residential amenity, in terms of visual intrusion, overbearing impact, overlooking, shading, noise or light pollution. There are some dwellings in and around the vicinity of the existing and proposed commercial buildings, the impact of the proposal on which needs to be considered.

Access to the proposal would be via a new point of access from Salisbury Road, rather than the existing point of access adjoining Redbrook Farm. All the traffic to the new dwellings would not pass Redbrook Farm House, being diverted into the new car park to the north. Consequently, the impact of the development in terms of increased traffic noise and disturbance posed by residential use of the building would not have a significant adverse impact upon residential amenity. Construction traffic should also use the newly created access rather than the current access road again to protect residential amenity for the existing dwellings.

None of the converted buildings would have any greater impact on light reaching the two adjoining dwellings than the existing buildings given the works will be within the current envelope of the existing buildings.

No windows would directly overlook existing premises - the southern elevation of Plot 1 is completely blank and would not directly overlook Redbrook Farm House. Windows on the eastern elevation of unit 4 are at ground floor level only and do not directly affect the privacy of Redbrook Farm Cottage it is considered. The proposal would have no direct impacts upon adjoining occupiers in respect of noise, light, visual intrusion and privacy and the amenity space afforded to the new dwellings would be acceptable in accordance with Policy ENV3.

#### Impact on highway safety, including matters relevant to car parking

The applicant seeks to relocate access to the building and stop-up the existing access. The existing access has below standard visibility due to its location on the

inside of a bend. The relocation of the access further north allows egress onto a straighter section of Ringwood Road in a safer manner and no objections are raised by the Highway Authority, subject to conditions to ensure the existing access is closed and that parking is provided in accordance with the submitted plans and that a footway link to a nearby bus stop is provided.

The Highway Authority leaves the matter of parking to the LPA to assess. The proposal provides 12 spaces where the parking standards require a total quantum of 9 car parking spaces, which have been provided in full. The layout of the car park is also in accordance with the required standards. In addition the plans indicate a new cycle storage facility for each dwelling the provision of which can be covered by planning condition.

Closure of the existing access is objected to by a resident. However following submission of amended plans the County Rights of Way Section have removed their objection to the proposed alterations to FP39, subject to details of bollards being agreed by highway agreement. It is proposed that the details should be confirmed to the LPA by condition and an informative note added to the decision to confirm the need for an agreement with both the Rights of Way team and the Highway Authority in respect of the works to the footpath and any works on the highway verge i.e. the new access and the path to the bus stop.

With regard to the objection by Redbrook Farm Cottage this is a civil matter between the parties concerned. Existing residents will have a right to use the new point of access, which will be a safer point of access/egress, and will retain the right to walk along the footpath.

It should be noted that Policy IMPL2 related to development standards places a requirement on new developments to make provision to enable the convenient installation of charging points for electric vehicles, details of which can be secured by condition.

#### Impact on ecology and in particular protected species

With regard to the ecological impacts of the development proposed, an ecology report was submitted with the formal planning application to ensure any potentially harmful impacts of the development on ecological interests are addressed and that biodiversity net gain achieved. The Council's Ecologist raises no objections to the proposal, subject to the development being implemented in accordance with the recommendations of the submitted ecology report.

#### Habitat Mitigation

##### a) Recreational Impacts

In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment has been carried out as to whether granting permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives. The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the recreational impacts on the European sites, but that the adverse impacts would be avoided if the planning permission was to mitigate that impact in accordance with the Council's Mitigation Strategy or mitigation to at least an equivalent effect. The applicant has completed a Unilateral Undertaking under S106 of the Act, which secures the recreational mitigation contribution.



## b) Air quality monitoring

Since July 2020 the Council is required to ensure that impacts on international nature conservation sites are adequately mitigated in respect of traffic-related nitrogen air pollution (including NO<sub>x</sub>, nitrogen deposition and ammonia). Given the uncertainties in present data, a contribution is required to undertake ongoing monitoring of the effects of traffic emissions on sensitive locations. A monitoring strategy will be implemented to provide the earliest possible indication that the forms of nitrogen pollution discussed (including ammonia concentrations) are beginning to affect vegetation, so that, if necessary, measures can be taken to mitigate the impact and prevent an adverse effect on the integrity of the SAC habitats from occurring. A financial contribution is required towards monitoring and, if necessary (based on future monitoring outcomes) managing or mitigating air quality effects within the New Forest SPA, SAC and Ramsar site, which has been secured by the same Unilateral Undertaking referred to above.

## c) Phosphate neutrality and impact on River Avon SAC

In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment was carried out as to whether granting planning permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives having regard to phosphorous levels in the River Avon. However, Natural England has drawn attention to the fact that the submitted Appropriate Assessments (AA) rely on the delivery of the phosphate neutrality measures set out in the River Avon SAC – Phosphate Neutral Development Plan Interim Delivery Plan (Wood Environment & Infrastructure Solutions UK Limited – January 2019).

The Interim Delivery Plan set out mitigation measures for new development up to the end of March 2020, and thereafter relied on the delivery of the Wessex Water River Avon Outcome Delivery Incentive (ODI), if fully in place. Natural England's view is that, as the initial Interim Delivery Plan period has now concluded, the submitted AAs should not simply be rolled forward, at least without a valid evidence-based justification that provides the required reasonable certainty for phosphate neutrality. They also note that circumstances are different from those of when the Interim Delivery Plan was first agreed because of external developments in caselaw, notably the Dutch case (Joined Cases C-293/17 and C-294/17 Coöperatie Mobilisatie for the Environment UA and Others v College van gedeputeerde staten van Limburg and Others).

With regard to current proposals Natural England agrees with the competent authority that the plan or project for new residential development, without mitigation, has a likely significant effect on the River Avon Special Area of Conservation (SAC). The site is also listed as a Ramsar site and notified at a national level as the River Avon System and River Avon Valley Sites of Special Scientific Interest (SSSIs). Listed Wetlands of International Importance under the Ramsar Convention (Ramsar) sites are protected as a matter of Government policy. Natural England considers that impacts of phosphates on the Ramsar interest features are likely to be similar to the impacts on the SAC. As the Council cannot now rely on the Interim Delivery Plan to address phosphate levels in the River Avon, there needs to be a mitigation project to provide this development with a phosphate budget that will enable phosphate loading to be offset. Such a project has now been secured and a Grampian style condition can be imposed that will secure the appropriate level of phosphate mitigation. Further comments are awaited from NE regarding the exact type of the proposed PTP but this matter can be covered by condition if necessary.

### Air Quality

In response to the requirements of the recently adopted 'Air Quality Assessments in New Development Supplementary Planning Document 2022, the applicant has provided information explaining the measures that they will take to reduce the potential adverse impact new development can have upon air quality, thereby lessening the negative effects upon health and wellbeing. These will be provision of EV charging points, bus stop footway link and native planting within the landscape scheme.

### Flood Risk and Drainage

The footprint of the development is within Flood Zone 1, where no flood risk is identified. However, the access is within Flood Zones 2 and 3 and the Environment Agency advise that the Local Planning Authority must assess if they are happy with the access/egress and evacuation plan. The LPA is content to apply the Agency's suggested informative for future occupiers of the development.

### Other Matters

The Town Council and an objecting party raised concerns over whether the proposed scheme is a true conversion. In this respect, it is pointed out that in determining any prior approval under Class Q or P, the Council would generally accept that all external cladding and blockwork could be replaced, provided the development would not result in the external dimensions of the building extending significantly beyond the external dimensions of the existing building at any point, and that the structural frame of the existing building is maintained. In response the applicant has provided additional information explaining that the existing frame of the building is to be retained in its entirety, apart from the middle section between the buildings to create a gap between units 2 and 3. This will be ensured by condition. Officers are therefore satisfied that the scheme is a conversion and within the spirit of Class Q and P development.

The NPPF refers to the re-use of redundant or disused buildings and the development enhancing the immediate setting. Clearly the buildings would be re-used albeit re-clad externally, and there is no doubt that the immediate setting would be enhanced as well as the physical appearance of the buildings.

There is some dispute as to whether the building has been used for agricultural purposes for the requisite period of time, a notified party suggesting it has been used for storage use. Even in that instance Class P of the General Permitted Development Order 2015 allows the change of use of industrial and general business conversions (including B8 storage) to dwellings under the prior approval procedure. The general steer from Central Government is now supportive of the re-use of existing buildings for alternative uses without a requirement for planning permission. Nevertheless, this is a planning application, although the applicant's fall-back position is the same whether the building was last used for agricultural purposes or storage.

Type	Proposed Floorspace (sq/m)	Existing Floorspace (sq/m)	Net Floorspace (sq/m)	Chargeable Floorspace (sq/m)	Rate	Total
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Dwelling houses	373.75		373.75	373.75	£80/sqm	£38,295.00 *
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Subtotal:	£38,295.00
Relief:	£0.00
Total Payable:	£38,295.00

## 11 CONCLUSION

In light of the form of development proposed, the proposal would have no harmful impact upon the rural character of the area, highway safety, ecological interests, neighbouring amenity, flood risk or protected habitats, subject to conditions, in accordance with policies of the development plan and is accordingly recommended for approval. As the appropriate recreation and air quality monitoring mitigation has been secured by a Unilateral Undertaking the planning balance here is therefore one of approval subject to conditions

## 12 RECOMMENDATION

### Grant Subject to Conditions

#### Proposed Conditions:

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development permitted shall be carried out in accordance with the following approved plans and reports:

00 01	Location plan 1/2500
00 02	Location plan 1/1250
01 00	Block plan existing
01 01	Site plan existing
01 02	Ground floor plan existing

01 03 Roof plan existing  
01 04 South and north elevations existing  
01 05 West and east elevations existing  
01 06 Section AA existing

03 00 rev C Block plan proposed  
03 100 rev C Nutrient land use proposed  
03 02 rev A Ground floor plan proposed  
03 03 rev A First floor plan proposed  
03 04 rev A Roof plan proposed  
03 10 North elevation proposed  
03 11 West elevation no.1 proposed  
03 12 West elevation no.3 proposed  
03 13 South elevation proposed  
03 14 East elevation no.4 proposed  
03 15 East elevation no.2 proposed  
03 20 Section AA proposed

Protect a cycle product info (colour olive and moorland green)  
Conversion and structural strategy report July 2021  
Ecology Report by KP Ecology (April 2018)  
Letter from KP Ecology (September 2018)  
Air quality statement (September 2020)

Reason: To ensure satisfactory provision of the development.

3. Before development commences, samples or exact details of the facing and roofing materials along with the details of all soil and vent pipes, rainwater goods, meter boxes, and all new windows and doors, including materials and colours to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure an acceptable appearance of the building in accordance with Policy ENV3 of the Local Plan Part 1

4. Before first occupation of the development hereby approved, a surface water sustainable drainage system (SuDS) shall be designed and installed to accommodate the run-off from all impermeable surfaces including roofs, driveways and patio areas on the approved development such that no additional or increased rate of flow of surface water will drain to any water body or adjacent land and that there is capacity in the installed drainage system to contain below ground level the run-off from a 1 in 100 year rainfall event plus 30% on stored volumes as an allowance for climate change as

set out in the Technical Guidance on Flood Risk to the National Planning Policy Framework. Infiltration rates for soakaways are to be based on percolation tests in accordance with BRE 365, CIRIA SuDS manual C753 and Step 3 under Section 26.7.1 of the SuDS Manual in relation to drinking water supply or a similar approved method. In the event that a SuDS compliant design is not reasonably practical, then the design of the drainage system shall follow the hierarchy of preference for different types of surface water drainage system as set out at paragraph 3(3) of Approved Document H of the Building Regulations. The drainage system shall be designed to remain safe and accessible for the lifetime of the development, taking into account future amenity and maintenance requirements.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with the New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks.

5. Before any other construction works take place on the site of the development hereby approved, other than works in connection with the new access track, the existing vehicular access from the site to Ringwood Road (A338) shall be permanently stopped up to vehicular traffic and effectively closed with the footway provided or verge reinstated, in accordance with further details which have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Policy ENV3 (iv) of the Local Plan Part 1

6. Prior to first occupation of any dwelling on the site provision for car parking and cycle storage shall have been made within the site in accordance with the approved plans and shall be retained thereafter to serve the development hereby approved.

Reason: In the interests of highway safety in accordance with Policy ENV3 (iv) of the Local Plan Part

7. Prior to construction of the barn conversion or any other works commencing the new vehicular access track shall be constructed and completed to at least base course level together with a non-migratory surface for the first 10 metres from the public highway. Any gate or other interference with the passage of vehicles shall be provided a minimum of 10 metres measured from the nearside edge of carriageway of the adjacent highway and that area shall be surfaced in a permeable non-migratory material for at least this distance. The access, car parking, and turning areas shall be completed in full prior to occupation of any of the dwellings hereby approved.

Reason: In the interests of highway safety in accordance with Policy ENV3 (iv) of the Local Plan Part 1

8. Prior to first occupation of the development hereby approved, the pedestrian link between the site and the bus stop on the eastern side of the A338 shall be constructed and made available for use at all times, in accordance with drawing no. 03-00 Rev C Proposed Block Plan.

Reason: In the interests of highway safety and to encourage sustainable travel modes in accordance with Policy ENV3 (iv) of the Local Plan Part 1

9. Before development commences a scheme of landscaping of the site shall be submitted for approval in writing by the Local Planning Authority. This scheme shall include :
- (a) the existing trees and shrubs which have been agreed to be retained;
  - (b) a specification for new tree planting (species, size, spacing and location);
  - (c) details of all new shrub planting;
  - (d) areas for hard surfacing, including the access road and car parking areas, and the materials to be used;
  - (e) other means of enclosure and for the avoidance of doubt there shall be no use of close boarded fencing on the site to separate curtilages or in any other place;

No development shall take place unless these details have been approved and then only in accordance with those details.

The hard and soft landscaping scheme including all tree and shrub planting as may be approved shall be fully implemented prior to first occupation or in accordance with any phasing submitted to and agreed in writing with the Local Planning Authority. Any trees or shrubs which die, become damaged or diseased within 5 years of the full completion of the development, or planting whichever is the later, shall be replaced with the same species in the first available planting season (November to March) unless the LPA has agreed in writing to a change of species beforehand.

Reason: To ensure that the development takes place in an appropriate way and to comply with Policies ENV3 and ENV4 of the Local Plan Part 1

10. The works hereby approved shall be undertaken in strict accordance with the ecological measures of mitigation and compensation as outlined in the Ecology Report by KP Ecology (April 2018) and Letter from KP Ecology (September 2018), unless otherwise first agreed in writing with the Local Planning Authority. The identified ecological enhancements identified shall be installed prior to first occupation of the dwellings hereby approved and thereafter retained in perpetuity

Reason: To safeguard protected species in accordance with Policy DM2 of the Local Plan for the New Forest District outside the National Park (Part 2 : Sites and Development Management).

11. Before first occupation of the dwellings hereby approved, a scheme for the provision of infrastructure and facilities to enable the installation of charging points for electric vehicles to serve each new dwelling shall be submitted to the Local Planning Authority for its written approval. Thereafter, the development shall be implemented in full accordance with the approved details and thereafter retained.

Reason: In the interests of sustainability and to ensure that provision is made for electrical charging points in accordance with Policy IMPL2 of the Local Plan Part 1 Planning Strategy for the New Forest (outside of the National Park).

12. The development hereby approved shall be implemented as a scheme of conversion, retaining the internal structure of the existing barn in its entirety, in accordance with Section 4.0 of the Conversion and Structural Strategy by Pell-Stevens (July 2021).

Reason: To ensure an acceptable appearance of the building in accordance with Policy ENV3 of the Local Plan Part 1 for the New Forest District outside the National Park.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any re-enactment of that Order) no extension (or alterations) otherwise approved by Classes AA, A, B or C of Part 1 of Schedule 2 to the Order, garage or other outbuilding otherwise approved by Class E of Part 1 of Schedule 2 to the Order, or means of enclosure otherwise approved by Class A of Part 2 of Schedule 2 to the Order shall be erected or carried out without express planning permission first having been granted.

Reason: To ensure the dwelling remains of a size which is appropriate to its location within the countryside and to comply with Policy DM20 of the Local Plan for the New Forest District outside the National Park. (Part 2: Sites and Development Management).

14. The development hereby approved shall not be occupied unless
- A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the local planning authority; all measures necessary to meet the agreed waste water efficiency calculation must be installed before first occupation and retained thereafter;
  - proposals for the mitigation or offsetting of the impact of phosphorus arising from the development on the River Avon Special Area of Conservation (SAC), including mechanisms to secure the timely implementation of the proposed approach, have been submitted to and approved in writing by the local planning authority. Such proposals must:
    - (a) Provide for mitigation in accordance with the Council's Phosphorus Mitigation Strategy (or any amendment to or replacement for this document in force at the time), or for other mitigation which achieves a phosphorous neutral impact from the development;

- (b) Provide details of the manner in which the proposed mitigation is to be secured. Details to be submitted shall include arrangements for the ongoing monitoring of any such proposals which form part of the proposed mitigation measures.

The development shall be carried out in accordance with and subject to the approved proposals.

Reason: The impacts of the proposed development must be mitigated before any development is carried out in order to ensure that there will be no adverse impacts on the River Avon Special Area of Conservation (SAC) (adding, when it is in place and as applicable), in accordance with the Council's Phosphorus Mitigation Strategy / the Avon Nutrient Management Plan.

- 15. The residential curtilage of each new dwelling shall be limited to that shown coloured pink and annotated as Area 2 Residential urban land on approved plan 03 100 rev C. There shall be no use of other areas within the site shown as Area 4 Greenspace (which includes the areas to the north, east and west of the new dwellings hereby approved) for residential curtilage purposes.

Reason: To restrict the impact of residential curtilage use together with any residential paraphernalia, and in the interests of protecting designated landscape areas so as to comply with Local Plan policy ENV3.

- 16. Prior to any works taking place above slab level on any of the dwellings hereby approved the details of the proposed package treatment plant shall be submitted to and agreed in writing with the Local Planning Authority. The plant as agreed shall be installed prior to first occupation and maintained in perpetuity to serve the development. Any new or replacement plant shall be first agreed in writing with the LPA and similarly maintained once installed.

Reason: To ensure adequate and suitable foul drainage systems are in place to serve the development and to comply with Local Plan policies ENV1 and ENV3.

**Further Information:**

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# New Forest DISTRICT COUNCIL

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## PLANNING COMMITTEE

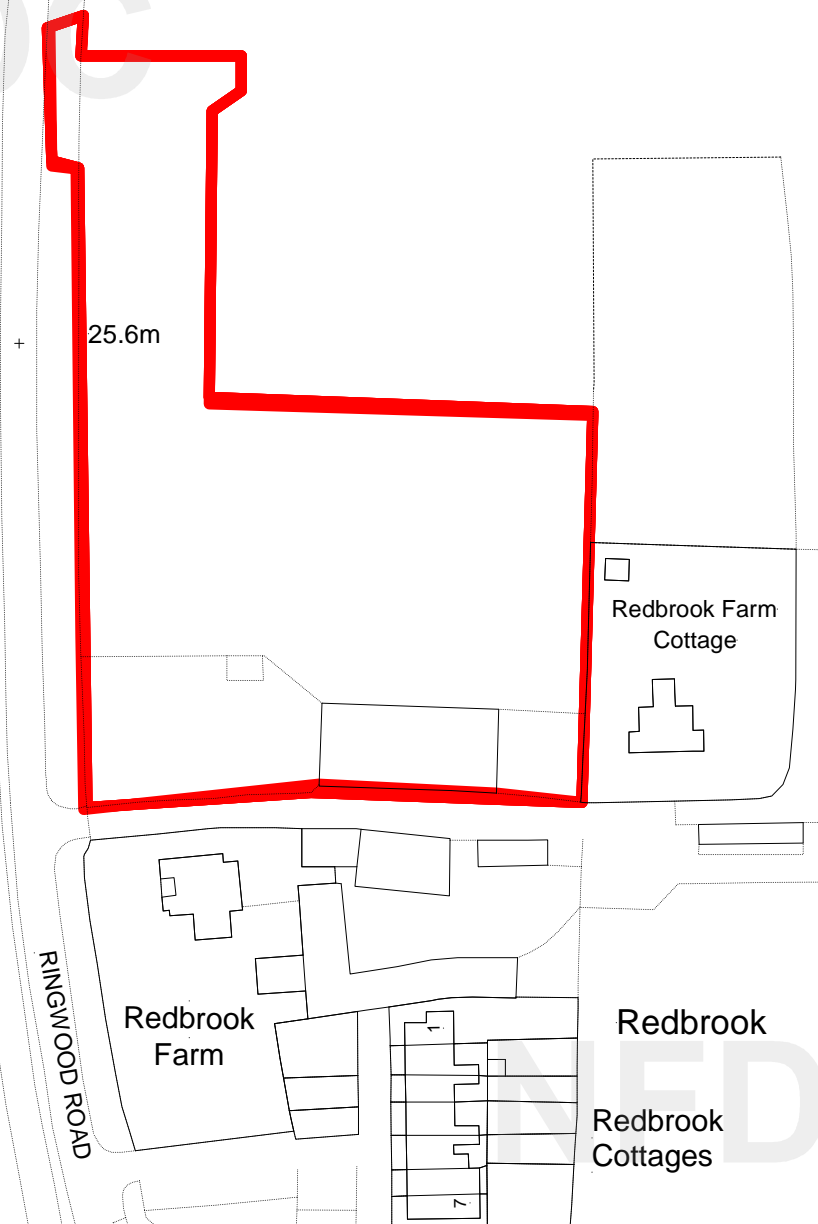
December 2022

Redbrook Farm  
Ringwood Road  
Fordingbridge  
20/11403

Scale 1:1250

N.B. If printing this plan from  
the internet, it will not be to  
scale.

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