

PLANNING STATEMENT

in support of

Planning Application for:
Detached Residential Annexe

at

Lower Brazacott Farm, LAUNCESTON, PL15 8NE

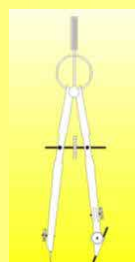
for

Mrs Lewis

rev 21st Nov 2023

C O N T E N T S

- 1.00 Design and Access Statement
- 2.00 Structural Assessment
- 3.00 Travel Plan
- 4.00 Green Infrastructure Plan
- 5.00 ~~Energy Statement Summary~~



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1.00 DESIGN and ACCESS STATEMENT

1.01 Introduction

This document is to describe and support the planning application for a detached residential annexe at Lower Brazacott Farm and should be read in conjunction with the application drawings and the submitted documents.

As these works are for a detached outbuilding within the lawful curtilage of a dwelling, this application should constitute a householder planning application. Although a design & access statement would not normally be required for this type of application, one has been prepared to demonstrate the applicant's need and to give the opportunity to describe the reasoning behind the submitted designs.

1.02 Site Location and Description

The Site is located centrally to the small hamlet known as Brazacott, which is approximately 1½ miles northwest of North Petherwin.

As the name suggests, the Site was a former farm but is now occupied as a dwelling with an attached 5.5 hectare (approximate) small holding.

The main house and domestic rear garden is located to the south of the plot.



To the front of the house is the access drive / turning area with detached garage.

Opposite the turning space is a very large modern 'prefab' agricultural unit and smaller, more traditional shippen.

Photo opposite refers.

The proposed annexe is to replace the forementioned shippen.

1.03 Existing Use and Proposed Use

The Shippen is currently a redundant agricultural building, and it is proposed to replace this structure with a detached building for use as a residential annexe.

1.04 Proposed Occupancy

The new building will be occupied by family and non-paying guests of the property known as Lower Brazacott Farm.



1.05 Initial Proposals

Originally it was intended to convert the Shippen for residential occupation, but a closer inspection highlighted some structural concerns and, instead, it is intended to replace the Shippen with a similar sized building.

Please refer to section 2.00 for further information.

1.06 Amount of Work

The new building will have a slightly larger footprint than the existing and be arranged over two floors.

To keep the overall height acceptable and maintain a traditional appearance, the first floor will be partially accommodated within the roof space.

The ground floor will be split into three sections with a comfortable ground floor bedroom / ensuite to the southern section and lounge / kitchen at the other end. The space in the middle will include the entrance lobby and communal toilet / cloakroom.

Likewise, the first floor will be split into three sections with bedroom accommodation at the southern end, lounge to the north and a centrally located bath / shower room.

1.07 Orientation, Scale and Appearance

The proposed annexe will be orientated on the same alignment as the existing shippen with the ridge running in a north to south direction.

Due to the nearby large barn, the west facing windows will be kept to a minimum to avoid any fire safety boundary issues.

The east facing windows will be arranged to avoid any overlooking of Swallow Barn.

All openings will be of an appropriate scale with a portrait bias.

Overall, the proposed annexe will have a traditional arrangement with a natural slate roof over rendered walling. The eaves / soffits will be kept tight with little overhang and new doors & windows will be from timber.

1.08 Planning History and Policies

1.08i Planning History

Relevant recent and nearby planning history includes:

- PA22/01223; approval (reserved matters) for new dwelling on site opposite application Site

1.08ii Planning Policies/ Considerations

As the proposed development is within the lawful curtilage of a dwelling, this application should constitute a householder application.

Other planning considerations:

- the proposals will provide safe, comfortable and private accommodation for Andrew
- given the Site's location and the existing infrastructure the site can be considered as sustainable
- the development makes good use of the land without the loss of any employment opportunities or significant loss of habitat
- the Site is clearly contained within an existing built-up environment and is surrounded by residential properties
- the site is physically well related to the pattern of built form of the locality and given its infill nature, it is not considered to represent any encroachment on surrounding rural area beyond the established spread of development
- the proposal does not constitute an isolated dwelling in a rural area or the loss of a rural gap
- the proposed development would not have a detrimental impact on the appearance and character of the surrounding area
- the proposal would not impact on neighbouring amenities, in terms of overlooking or restriction of light
- by considering orientation, location of windows and distance of separation it will be possible to ensure there are no privacy or overbearing issues on the immediate neighbours
- the annexe will not reduce any existing garden (amenity) space
- the site has limited alternative uses
- vehicle parking will be off road
- the development would not have any impact on any historical building or feature

2.00 STRUCTURAL ASSESSMENT

2.01 Introduction

Property: The Old Shippen at Lower Brazacott Farm

Weather during inspection: overcast but dry, following a period of generally wet weather

Inspection: by Mr AJ Paton MCIAT on Wednesday 10th May 2023

2.02 Description

The single-storey structure is rectangular in shape and orientated in a North to South alignment.

It is constructed from masonry walling with a pitched roof covering of corrugated steel roofing sheets.

The building is believed to date from at least the late 1800's (appears on the 1882 Ordnance Survey map).

2.03 Survey

A visual inspection was carried out on the accessible areas.

All external observations were made from ground level unless noted otherwise. Parts of the structure, which were either covered, unexposed or inaccessible, could not be visually inspected and therefore cannot be reported upon. These areas are indicated within this report.

This inspection relates to the main structural elements, i.e. roofs, walls and floors. It is a general structural assessment of the building to ascertain its suitability for conversion and habitable occupation.

Dimensions, where given, are estimated.

2.04 External Ground Levels

The building is built on a slight slope. The external ground levels at the rear (South) of the property are at ground floor level, whereas the external ground levels at the front (North) are up to 900mm higher. This gives an external moderate gradient of 1:14.

2.05 Ground Floor

The ground floor is from concrete and laid to various levels to form plinths, stalls and falls to suit the building's previous agricultural use.

Although the slab is in average condition, it is unlikely it would be retained if the building was to be converted due to the variation in levels and lack of insulation. In all probability, a new insulated floor would be provided above the existing slab.

Photograph opposite shows varying floor levels.



2.06 External Walling



2.06a Description

The long side wall (West) is from (starting from the South gable):

- 3 No 440x440mm masonry piers from 100mm concrete blockwork with 2.1m wide open gaps either side of the central pier
- a short (1.7m) section of cob
- 150mm concrete blockwork

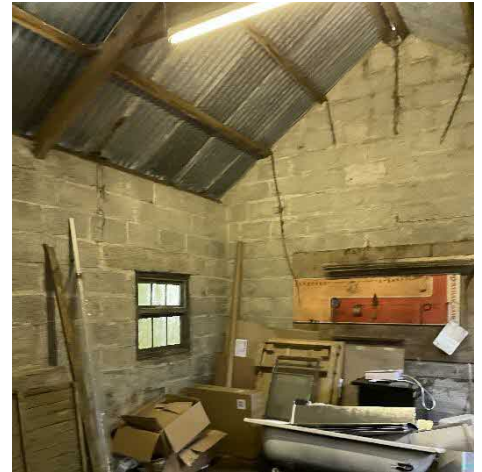
Photograph opposite shows the central blockwork pier.

2.06a Description cont...

The North gable and half of the East facing side wall is from 150mm concrete blockwork. Photograph opposite shows internal view of the northern gable wall.

The remaining side wall is from cob, but the lower section of the Southern gable has been lined / patched with concrete blockwork.

To summarise, the northern half of the building is from concrete blockwork and the southern half from cob. Approximately one third of the cob walling has collapsed.

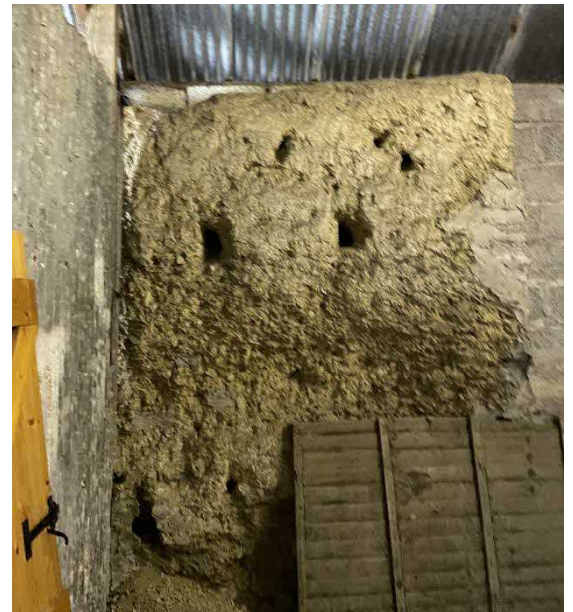


2.06b Condition



The concrete blockwork to the piers on the West elevation appears reasonably 'fresh'. Either side of the central pier there are the remains of cob walling at low level. This suggests, this wall was once cob and continuous to form an enclosed structure building, with the piers being constructed post collapse. Photograph opposite (left) shows remains of collapsed walling.

While the piers are in sound condition, the open sided walling will require attention.



The remaining sections of cob walling are in extremely poor condition, especially at the base, where there is evidence of erosion possibly caused by livestock rubbing up against the walling. There is also severe burrowing by vermin. This may explain why some sections of the cob walling have been lined with concrete blockwork at the base. Photograph opposite shows failing cob at base of wall.



The photograph (left) shows the concrete block lining to the base of the remaining cob walling.

2.06b Condition cont....

The concrete blockwork to the base of the northern gable wall is showing signs of damp (higher ground levels here) and the blockwork is very soft and decayed. This is either due to spalling following several freeze / thaw cycles, and/or deterioration due to deleterious materials such as 'mundic'. The building is certainly old enough to be at risk from mundic aggregates.

Photograph opposite shows decayed blockwork at the base of the northern gable wall. Note how the blockwork has decayed leaving the mortar proud.

Photographs below closeup:



2.06c Summary

Overall, the condition of the walling is considered very poor and likely to worsen as the cob and block continue to decay. The author is of the opinion that the walling is not worthy or capable of retention and/or conversion.

2.07 Roofing

Given the comments in 2.06c 'Summary', the roof's condition is irrelevant as the roof is being supported by the failed walling. However, for completeness, a brief description is included.

The duo-pitched roof covering is from corrugated steel roofing sheets, which are showing signs of significant corrosion.

The roofing sheets are fixed to modern, square cut timber purlins spanning over a series of modern collar trusses.

The roof covering will soon require replacement. Although the roof structure appears in good condition, the external walling supporting the roof has failed.

Photograph opposite shows modern roof truss.

Photograph below shows corroded roof coverings:



2.08 Suitability for Conversion

Due to the condition of the walling, the structure is deemed to be unsuitable for retention and incapable of economic conversion. Other than its age, the building is not of any historic note.

The building's condition will only worsen over time and will eventually be at risk of collapse.

It is recommended the building is carefully demolished by competent contractors.

3.00 TRAVEL PLAN

3.01 Introduction

This document sets out the 'travel plan' for the new annexe.

3.02 Existing Travel Arrangements

As with most properties, the principal form of transport in the area is by private motor vehicle.

The immediate area is very rural and the nearest facilities within walking distance are:

- primary school; around the corner or 3-minute walk
- church; 1½ miles or 28-minute walk
- public transport links (North Petherwin bus stop); 1.7miles or 35-minute walk



3.03 Default Travel Arrangements

The Site's location is fixed and cannot be moved to improve transport arrangements or reduce the reliance on private transport.

As the works are to provide an annexe associated with the existing dwelling, known as Lower Brazacott Farm, this travel plan has purposely been kept brief as the new works will share the existing arrangements.

Initially, the intended annexe occupier will have their own private transport and they will share the existing access and parking.

If necessary / required, an electric vehicle charging point could later be provided.

3.04 Travel Hierarchy

The ideal travel hierarchy is to avoid the need or reliance on private motor (fossil-fuelled) transport and to encourage the use of more sustainable transport.

For those able or willing to do so, the Site's location does offer the opportunity for the occupants to access necessary facilities without the use of private motorised transport if they are able or happy to walk to the nearest bus stop; item 3.02 refers.

As the annexe will be dependent upon the 'parent' property, it is highly likely the occupiers of Lower Brazacott Farm (and vice versa) will provide transport and run errands / collect shopping etc as a part of their usual daily travel plans.

3.05 Proposed Improvement Measures

The proposed Site / Development is very small scale and cannot contribute towards, provide or influence the provision or enhancement of local public transport. The annexe is unlikely to increase the local traffic volume.

Likewise, whilst walking & cycling are to be encouraged, there is no way this scheme can force any of the occupants to do so.

3.06 Summary

If the occupants are able to, or want to, walk to the nearest bus stop, these proposals can almost accord with the preferred travel hierarchy.

To summarise:

- walking; currently not a via option
- cycling; probably not a via option, but this very much depends on the occupant
- public transport; should the occupants want to, they will be able to use public transport, but they need to walk over 1½ miles to use it
- car clubs; not relevant on a scheme of this scale
- private electric vehicles; an electric vehicle charging point could be fitted as & when required
- private fossil-fuelled vehicles; for the foreseeable future, this is very likely to be the 'default' for transport for the occupiers of this proposal and for all other houses in the immediate area

4.00 GREEN INFRASTRUCTURE PLAN

4.01 Existing Green Infrastructure

Other than a small patch of grass, most of the annexe site is currently laid to hard surfacing or built on.

4.02 Proposed Green Infrastructure Enhancements

The proposed works will not worsen the current green infrastructure and enhancements will include:

- nesting / roosting opportunities for birds and bats
- the annexe will be built to a high standard and will be reasonably energy efficient

The Site will almost be able to follow the ideal travel hierarchy and the occupants will not need to rely on private motor (fossil fuelled) transport if they can, or are prepared to, walk over 1½ miles to the nearest bus stop.

4.03 Ten Pillars for Action

01 Nature Recovery

The proposals will not worsen the current arrangement as the Site is already in residential use. All existing boundaries and vegetation will be retained. Nesting opportunities will be built into the new annexe.

02 Marine Health

Not applicable.

03 Natural Climate Solutions

The property will be energy efficient and not suffer from excessive solar heat gain.

04 Access to Nature and Active Travel

Refer to the travel plan statement.

05 Clean Air

The property will not produce smoke. Car emissions could be reduced if the occupants decide to use electric vehicles and/or adopt the available 'greener' travel options.

06 Clean Water

The property will not pollute any watercourse.

07 Waste and Resources

Most building material manufacturers are increasingly using 'greener' processes and recycled materials.

08 Sustainable Food

No impact as the Site is already in domestic use.

4.03 Ten Pillars for Action cont...

09 Economic and Social Welfare

The proposed works will significantly improve the social welfare of the intended occupant.

10 Governance, Leadership and Community

The proposed annexe will provide a comfortable and safe home for a local person.